

**CMAQ Project Selection Committee Meeting**  
**Tuesday, September 20, 2005**  
**10:00 a.m.**

**Cunningham-Williams Conference Room**  
300 West Adams St.  
Chicago, Illinois

**Agenda - Revised**

**1. FY 2006 CMAQ Program**

A. FY 2006 funding mark

The mark of \$105 million will be reconfirmed.

B. Review of public comments

A summary of the comments received and staff notes on those comments will be presented and discussed.

C. Proposal Changes

Proposals with changes that occurred since the release for public comment will be discussed.

**2. Project Follow-up**

A. 2005 annual follow-up

The status of the 2005 follow-up will be presented.

**3. Project Changes**

A. Melrose Park – Melrose Park Station Commuter Parking UP-W Line (TIP ID 18-99-0755)

The sponsor is withdrawing this project.

B. West Chicago – West Chicago Station UP-W-Commuter Parking Lot (TIP ID 18-99-0568)

Melrose Park – Melrose Park Station Commuter Parking UP-W Line (TIP ID 18-99-0755)

The sponsor requests a cost increase.

C. Fox Lake – Fox Lake Station Parking (TIP ID 18-03-3558)

The sponsor intends to change the location of the lot and reduce the number of net new spaces constructed.

D. Geneva – IL 31 at IL 38 (TIP ID 09-97-0010)

The sponsor requests a cost increase.

E. Grayslake – Atkinson, IL 120, IL 137, IL83/Ivanhoe Rd (TIP ID 10-99-0106, CMAQ ID II10062590)

The sponsor requests a cost increase.

F. Oak Lawn – Oak Lawn Station Parking (TIP ID 18-03-0570)

Oak Lawn – Oak Lawn Parking Deck and Commuter Transportation Center (TIP ID 06-05-0003)

The sponsor requests to withdraw the funds from the station parking project and apply them to the parking deck project.

G. Oak Forest – Oak Park Ave From 159th to 151st and at 147th St (TIP ID 07-99-0009)

The sponsor requests a cost increase.

H. CTA – Corporate Relocation Program (TIP ID 16-99-0018)

CTA – U-Pass (TIP ID 16-99-0016)

The CTA requests withdrawal of the Corporate Relocation project and a transfer of funds to the U-Pass project.

I. University Park – University Parkway Bike Facility and Intersection Improvement at Governors Highway (TIP ID 07-96-0003)

The sponsor requests a cost increase.

J. Hinsdale – Hinsdale Station (Chestnut St) Commuter Parking – BNSF (TIP ID 08-04-0010)

The sponsor requests a scope change and cost reduction.

#### 4. **Other Business**

1. SAFETEA-LU

The impacts of the new legislation on the CMAQ program will be discussed.

2. 2006 Follow-up

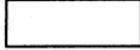
The issue of when to follow up on projects not yet obligated will be discussed.

#### 5. **Next Meeting**

The next meeting is expected to be scheduled for late October or early November to review the 2005 follow-up and FY 2007 application materials.



Chicago Area Transportation Study



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**To:** CMAQ Project Selection Committee  
**From:** Doug Ferguson, TIP Division Cadre  
Ross Patronsky, Chief of the CMAQ Program  
**Date:** September 16, 2005  
**Subject:** Public Comment on proposed FY 2006 CMAQ Program - Revised

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The following is a summary of the comments received on the proposed FY 2006 CMAQ program and staff notes on those comments. 79 comments were received, 78 on specific proposals. One comment was received on the CMAQ program in general or on other topics. Copies of the individual comments are attached.

*BP05062607 – Brookfield – Purchase Pedestrian Bridge over Salt Creek and CP05062542 – Western Springs – Western Springs Station Commuter Parking - BNSF*  
*The Central Council of Mayors passed a resolution supporting these two proposals.*

- These proposals are included in the proposed program.

*South Suburban airport*

*Walter McElligott sent an e-mail opposing the South Suburban Airport.*

- This project is not the subject of a CMAQ proposal.

*SI12062530 – Joliet – Essington Rd from Hennepin Dr to US-52/Jefferson St*  
*The City sent a letter supporting the proposal.*

- This proposal is included in the proposed program.

*BP08062606 – Wheaton Park District – Union Pacific Pedestrian Overpass*  
*Seventy-one people sent e-mails supporting the proposal.*

- This proposal is included in the proposed program.

*BP12062567 – Homer Glen – Homer Glen Community Bike Trail*  
*Village Trustee Andrews sent an e-mail supporting the proposal.*

- This proposal is included in the proposed program.

BP01062543 – CDOT – Lakefront Trail Underpass of Solidarity Dr and  
BP01062570 – CDOT – Navy Pier Flyover Stage I

*The Chicagoland Bicycle Federation sent an e-mail opposing the inclusion of the Lakefront Trail Underpass of Solidarity Drive in the program. Instead, they recommended inclusion of the Navy Pier Flyover.*

- The choice between these two projects was made on the basis of project readiness. The comment was forwarded to CDOT, who provided this more detailed response:

“The Navy Pier Flyover was not selected because it has become clear that it will need to be integrated into newer solutions for making a complete crossing of the Chicago River via a new bicycle and pedestrian bridge (as presented in the recent CDOT design competition) or - if it is determined that funding for that design is not forthcoming - a modification of the existing vehicular bridge. Until this is resolved, the total funding needed for flyover construction is not certain.

“While it did not score as highly as the flyover in the air quality rankings, the Solidarity Drive Underpass would be able to be completed independently of other projects and therefore provide air quality and other benefits in a more timely manner.

“Both projects serve the same trail corridor and grade separate bicycle and pedestrian traffic from vehicular traffic going to tourist attractions (in the case of Solidarity Drive, these are Adler Planetarium and the Northerly Island Park concert venue). The underpass project will extend the longest segment of Lakefront Trail without a motor vehicular crossing, and work in coordination with other recent grade separation projects in the vicinity: The 11th St. Bridge over the Metra Electric trains, the Columbus Drive Underpass, and the Lake Shore Drive Underpass near Field Museum and Shedd Aquarium.”

OT11062642 – Johnsburg Community School Dist. 12 – Retrofit Diesel Particulate Matter Filters and the Purchase of Ultra-Low Sulfur Diesel Fuel for School Buses and  
OT13062621 – ISTHA – Advanced Truckstop Electrification

*The American Lung Association of Metropolitan Chicago sent a letter supporting these two proposals.*

- These proposals are included in the proposed program. It should be noted, however, that the Johnsburg Community School District proposal does not have a local match at this time.

OT11062642 – Johnsbury Community School Dist. 12 – Retrofit Diesel Particulate Matter Filters and the Purchase of Ultra-Low Sulfur Diesel Fuel for School Buses

II11062576 – Algonquin – Bunker Hill Dr/Huntington Dr at Randall Rd

II11062587 – Crystal Lake – Pingree Rd at US14/Northwest Hwy

BE11062609 – McHenry County Highway Department – Walkup Rd from Bull Valley Rd to IL Route 176

*The McHenry County Transportation Director sent a letter supporting the inclusion of two proposals in the proposed program, and expressing understanding that all proposals could not be funded.*

- The Johnsbury Community School District and McHenry County Highway Department proposals are included in the proposed program. It should be noted, however, that the Johnsbury Community School District proposal does not have a local match at this time.

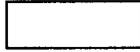
TI02062633 – Skokie – Oakton New Station on Yellow Line

*Five commenters sent letters to Skokie supporting the proposal. (These were counted as one comment.)*

- This proposal is included in the proposed program.



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**To:** CMAQ Project Selection Committee  
**From:** Ross Patronsky, Chief of the CMAQ Program  
**Date:** September 14, 2005; revised September 19, 2005  
**Subject:** Changes to CMAQ Proposals Since the Start of the Comment Period

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Since the Work Program Committee released the proposed FY 2006 CMAQ program for public comment, two projects have had changes that warrant reconsideration by the CMAQ Project Selection Committee.

**Johnsburg Community School Dist. 12 – Retrofit Diesel Particulate Matter Filters and the Purchase of Ultra-Low Sulfur Diesel Fuel for School Buses (CMAQ ID OT11062642)**

The school district was unable to budget the local match; their application has been withdrawn.

**Geneva – Third Street Commuter Parking Deck (CMAQ ID PD09062614)**

Geneva has not been able to obtain as much financing as they need to construct the full three-story parking deck. The shortfall includes the CMAQ program (\$4,000,000 proposed compared to \$6,000,000 requested) as well as funding from Metra and a SAFETEA-LU earmark. Until other funds can be obtained, Geneva is proposing to construct a two-story deck instead of a three-story deck. Applying the estimated cost savings and space reductions in their letter, the revised cost per ton of VOC eliminated would be \$512,004 instead of \$400,697. This still results in Geneva having the best ranking among parking deck proposals for FY 2006.

**From:** Robbin Pierce [rpierce@kidsroe.org]  
**Sent:** Wednesday, September 14, 2005 4:51 PM  
**To:** rpatronsky@catsmpo.com  
**Subject:** Program Withdrawl  
Mr. Patronsky,

This is to inform you that I must withdraw our request for funding from the bus retrofit program, due to our inability to meet our financial share of the program. I appreciate the time and effort put forth by the committee in this regard.

Robbin Pierce  
Johnsburg CUSD 12  
Johnsburg, IL



September 8, 2005

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street, 2<sup>nd</sup> Floor  
Chicago, IL 60606

**Subject:** Geneva Third Street Commuter Parking Deck Funding Shortfall / Alternatives

Dear Mr. Patronsky:

The City is certainly appreciative of being included in the funding recommendation for the CMAQ program this year. As discussed, our funding level at \$4,000,000 leaves us short in constructing a three-tier parking deck. We do recognize that our parking deck application was a large one at \$6,000,000 but it leaves us in a position of not being able to construct the three-tier deck. Our other matching funds have been substantially secured but a follow-up contact with each of these agencies indicates that there are no additional funds available.

As portrayed in the enclosed spreadsheet, we have submitted a preliminary application of just under \$2,000,000 to the Kane Council of Mayors Surface Transportation Program (STP) to secure the additional funding. In the process, the City has stretched our local matching funds to \$1,500,000 (via a twenty-year revenue bond) to meet the STP 25% criteria. However, the total funding for the Kane STP program this year is \$4 million so we are not likely to receive the full amount requested. Their first Committee review is September 22<sup>nd</sup>.

In the alternative, we discussed the possibility of a two-tier deck that could be constructed in a manner that a third tier could be added in future years if funding becomes available. In the process we would need to defer 150-175 spaces in the initial construction. You indicated that this approach might be feasible approach as our CMAQ ranking would still be the highest in our category. Walker Parking Consultants is preparing a cost estimate on the two-tier structure as described and that would be available by the end of next week. We are hopeful that this would be at least \$2 million lower than the present estimate.

CITY OF GENEVA  
22 South First Street, Geneva, Illinois 60134

September 8, 2005  
Mr. Ross Patronsky  
p.2

The commuter parking need in our immediate Tri-City vicinity continues to grow and this project would have substantial benefit to the area. Our current waiting list is up to 607 and it takes 2.25 years to obtain a permit. Thank you for your consideration in this matter and we look forward to finding a way to get this project up in the air in 2006.

Sincerely,



Philip J. Page  
City Administrator

- c. Mayor Kevin R. Burns  
Finance Director Weis  
Acting Public Works Director Dinges

Encl.

PD09062614 #2 Transmittal.txt

From: Phil Page [ppage@geneva.il.us]  
Sent: Monday, September 19, 2005 11:53 AM  
To: publiccomments@catsmpo.com  
Subject: CMAQ Comments - Attn: Ross Patronskey / #2 Transmittal

Attachments: CommPkgDk #2 \$.xls; Parking Deck Est 2.pdf

Ross: as luck would have it, just after I sent my prior e-mail I received the updated cost estimate (attached) from Walker Parking for the alternate two-tier deck that could be constructed to allow for a third tier at a later date. The comparison to the original three-tier proposal and estimate is as follows;

Cost Per Space	Cost Estimate	# of Spaces
Three-Tier Deck \$21,350	\$11,380,000	533
Two-Tier Deck \$24,824	\$ 8,763,000	353

As you can see, the loss of spaces is somewhat higher than my original estimate at 180 less on the two-tier design and also less efficient per space. However, the estimate is within our current funding level should we not be successful with the County STP application this year.

Phil Page

Ross: attached is the revised spreadsheet on our parking deck project showing a breakdown of the local match for the CMAQ grant. As discussed, I have a request in on the federal transportation funding match to include the land acquisition and preliminary design costs which were included in our initial project application to them. This is footnoted in the revised spreadsheet attached.

Please let me know if you have any additional questions. Thanks for your assistance

Phil Page  
City Administrator  
City of Geneva, Illinois  
ppage@geneva.il.us

**Geneva Commuter Parking Deck**  
**I. Project Financial Plan**

	Funding Plan			
	Geneva Commuter Parking Deck			
Source	\$ Applied	\$ Actual	% of Total	Comments
CMAQ *	\$ 6,000,000	\$ 4,200,000	36.9%	CMAQ staff recommendation, 7/05
TEA - 21 **	\$ 3,928,500	\$ 3,334,000	29.3%	Federal transportation bill, 7/05
Sub-Total Federal	\$ 9,928,500	\$ 7,534,000	66.2%	
City of Geneva **	\$ 851,500	\$ 851,500	7.5%	New commuter parking fees (revenue bonds).
Metra***	\$ 600,000	\$ 421,000	3.7%	Approved from Metra
Sub-Total Local	\$ 1,451,500	\$ 1,272,500	11.2%	Amount to be applied to 20% CMAQ match
<b>Total Deck Construction</b>	<b>\$ 11,380,000</b>	<b>\$ 8,806,500</b>	<b>77.4%</b>	
<b>Balance for Funding</b>		<b>\$ 2,573,500</b>	<b>22.6%</b>	
STP Request (75%)		\$ 1,930,125		Project Application 9.01.05
City of Geneva(25%)		\$ 643,375		Parking Revenue Bond Increase to \$1.5 M
<b>Total Project Funding</b>		<b>\$ 11,380,000</b>	<b>100.0%</b>	
* CMAQ grant includes \$200,000 from prior year.				
** City previously provided \$710,000 for land acquisition and \$50,000 for preliminary engineering. This local amount of \$760,000 has been requested to be counted against 20% federal transportation match. Construction engineering would also be provided from City Commuter Parking Fund.				
*** Metra previously provided grant for design engineering in the amount of \$179,000				



**WALKER**  
PARKING CONSULTANTS

Walker Parking Consultants  
505 Davis Road  
Elgin, IL 60123

Voice: 847.697.2640  
Fax: 847.697.7439  
www.walkerparking.com

September 19, 2005

Mr. Daniel Dinges  
Acting Public Works Director  
**City of Geneva**  
1800 South Street  
Geneva, IL 60134

Re: Third Street Commuter Parking Deck  
Walker #31-6150.00

Dear Mr. Dinges:

Please find attached a preliminary budget for a two-level parking deck for the above referenced project prepared by James Mc Hugh Construction Company. Please note that this budget is based on construction beginning in the fall of 2005, and any inflation beyond that is not included.

Site improvement, landscaping and utility relocation are included. Provisions (such as foundations) to provide one future level are also included. Painting the underside of the slab, beams and columns is not included.

The total budget estimate is \$8,763,000.00, which is \$24,824.00 per space for 353 parking spaces.

If you have any questions, please feel free to call us.

Sincerely,  
Walker Parking Consultants/Engineers, Inc.

*Thomas L. Hannula*

Thomas L. Hannula, P.E.  
Senior Vice President

TLH:jw

Attachment

**Third Street Commuter Parking Garage  
Preliminary Budget - Two Level Deck w/One Future Level**

James McHugh Construction Co.  
September 16, 2005

Spec.	Description	Quantity	Un	Unit Price	Total	Comments
1000	General Conditions	1	ls	551,304.00	551,304	
	Permits					By Owner
	Testing					By Owner
	Utility Co. Temp. and Perm. Charges & Fees					By Owner
	Right of Way Closure Fees					By Owner
	Sidewalk Closures					By Owner
	Roadway Closures					By Owner
2000	Miscellaneous Site Demolition	1	ls	10,000.00	10,000	
2200	Earthwork	1	ls	547,800.00	547,800	
	Remove Existing Foundations					Incl Above
	Clear Site/Remove Asphalt					Incl Above
	Stone Base					Incl Above
	Mass Excavation					Incl Above
	Structural Excavation					Incl Above
	Structural Backfill					Incl Above
	Ramps Fill					Incl Above
	Site Concrete Stone Base					Incl Above
2220	Earth Retention Systems					Not Included
2230	Asphalt	-		-	-	
	Commuter Lot and Entrance	1,552	sy	20.00	31,040	
2370	Caissons					Not Included
2528	Site Concrete					
	Sidewalks	1,245	sf	5.50	6,848	
	Curb and Gutter	680	lf	16.00	10,880	
	Curb Cut Rework (1ea)	1	ls	5,000.00	5,000	No median rework included
2810	Irrigation Systems	1	allow	10,000.00	10,000	
2900	Landscaping	-		-	-	Plant list & drwgs do not match
	Plants, trees, mulch, grass seed, pavers, subbase	1	ls	40,000.00	40,000	Plants per drawings included
	Aluminum Paver Edging	608	lf	12.83	7,800	
	Top Soil	100	cy	50.00	5,000	
3200	Reinforcing Steel					Incl in 3300
3300	Cast-in-Place Concrete	113,640	sf	26.25	2,983,085	
3350	Stairs and Stair/Elevator Cores					Incl Below
3450	Architectural Precast Concrete	42,500	sf	48.00	2,040,000	
4200	Masonry					
	Basement Mechanical Rooms/Elevator Machine Room	2,088	sf	13.00	27,144	
5500	Miscellaneous Metals					
	Lintels, Clip, Rails, Sleeves, Ladder, Hoist Beam, Sills	113,640	sf	0.65	73,866	
	Pipe Bollards	16	ea	500.00	8,000	
	Pipe Guards	24	ea	350.00	8,400	
	Stair Nosings	66	ea	60.00	3,960	
	Aluminum Tube Infills	5,200	sf	12.00	62,400	
5500	Cable Railings, 4 Line	1,140	lf	5.00	5,700	
6100	Rough Carpentry	1	ls	5,000.00	5,000	Install Doors/Frames/Blocking
7100	Silane Sealers 40%	104,890	sf	0.25	26,223	
7100	Traffic Toppings	8,750	sf	2.75	24,063	Pour strips, const jts, mep rms
7100	Expansion Joints					
	Stair/Elevator Towers	74	lf	40.00	2,960	
	Column Line 14 and SOG/Suppt'd Slab Jt.	252	lf	100.00	25,200	
7200	Waterproofing	280	sf	7.50	2,100	Elevator pit
7530	Roofing	860	sf	35.00	30,100	
7920	Sealants	113,640	sf	0.20	22,728	
8100	Hollow Metal and Hardware	8	ea	1,200.00	9,600	
8200	Overhead Coiling Doors					Not Included

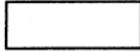
**Third Street Commuter Parking Garage  
Preliminary Budget - Two Level Deck w/One Future Level**

James McHugh Construction Co.  
September 16, 2005

Spec.	Description	Quantity	Un	Unit Price	Total	Comments
8900	Storefront and Curtainwall					
	Typical Storefront with Non- Fire Resistant glass	610	sf	40.00	24,400	Assume bronze anodized
	Stair 1 - HM Framing with Fire Resistant Glass	120	sf	160.00	19,200	60 minute rated glass
	Glass in Hollow Metal Doors	1	ls	2,000.00	2,000	
	Automatic Doors	2	ea	7,500.00	15,000	
	Aluminum Doors	6	ea	2,500.00	15,000	
9000	Parking Office				Not Included	Not shown
9150	Drywall				Not Included	Not shown
9250	Ceramic Tile				Not Included	Not shown
9400	Carpet Tile				Not Included	Not shown
9900	Painting					
	Slabs and Beams				Not Included	
	Columns				Not Included	
	Misc. Metals, Stairs, Doors, Walls, etc...	113,640	sf	0.25	28,410	
9912	Striping	14,500	lf	0.60	8,700	
10200	Vents and Louvers	1	ls	10,000.00	10,000	
10440	Signage					
	Interior Garage Signage	113,640	sf	0.50	56,820	
	Exterior Garage Signage (Non-Illuminated Lettering)	4	ea	4,000.00	16,000	
10522	Fire Extinguishers and Cabinets	24	ea	250.00	6,000	
10800	Toilet Accessories				Not Included	
10952	Ash Urns	4	ea	200.00	800	
11110	Parking Equipment	1	ls	65,000.00	65,000	
14000	Elevators	2	Indg	40,000.00	80,000	
15400	Plumbing	113,640	sf	2.15	244,326	
	Water Detention				Not Included	None shown
	Site Utilities	1	ls	70,000.00	70,000	
15500	Fire Protection	56,820	sf	3.00	170,460	
	Standpipes				Incl Above	
15850	HVAC and Temperature Controls					
	Ceco/Electrical Room Damper and Fan	1	ls	5,000.00	5,000	
	Elevator Control Room A/C 3 ton	1	ls	10,000.00	10,000	
16000	Electrical	113,640	sf	3.75	426,150	
	Site Lighting @ Landscaping and South Lot on Grade	1	allow	15,000.00	15,000	
	Security System				Included	
<b>Subtotal</b>					<b>7,874,466</b>	
Fee, Insurance and Bonds					7.00%	551,213
<b>Total Fall 2005 Construction Cost</b>					<b>8,425,678</b>	
Design Contingency					2.00%	168,514
Construction Contingency					2.00%	168,514
<b>Total Spring 2004 Cost</b>					<b>8,762,705</b>	
Total Structured Area		113,640	Gsf			
Total Parking Area (Including Surface Lot)		124,150	Gsf		70.58	
Total Spaces and Cost/Space		353	Cars		24,824	
Garage Efficiency		352	Gsf/Space			



Chicago Area Transportation Study



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**To:** CMAQ Project Selection Committee  
**From:** Douglas Ferguson, TIP Division Cadre  
Ross Patronsky, Chief of the CMAQ Program  
**Date:** September 14, 2005  
**Subject:** Status of FY 2005 Follow-up

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Staff sent out letters requesting follow-up information on eighty-four projects for 2005. The letters were sent August 16<sup>th</sup>, with a return date of September 16<sup>th</sup>. A list of projects and a sample follow-up form are attached for your information. Projects were selected because they are two or more years old and have no obligation, because they are four or more years old and have at least ten percent of their funds still unobligated, or because the estimated completion year was 2005. Eighty-nine projects were selected using these criteria. Of these, five were removed from the follow-up list because their status was already known.

To date, twenty-five responses have been received for the eighty-four projects.

Staff will begin contacting sponsors after the sixteenth to ensure that all sponsors respond. Based on these responses, staff will recommend to the Committee actions for projects that are showing insufficient progress. These recommendations will be prepared for a meeting in late October or early November.

# Chicago Area Transportation Study

## Projects on Follow-up List

TIP ID	Sponsor	Description	Program Year (Last)	Total Funding	Obligated
01-00-0030	CDOT	130th St and Torrence Ave	2002	\$3,300,000	
01-01-0009		CDOT-Lakefront Trail-Navy Pier Flyover	2001	\$2,964,000	\$880,000
01-01-0013		CDOT-Bike Transit Connection	2001	\$540,000	\$159,461
01-02-0027		Cicero Ave Smart Corridor	2004	\$1,912,000	
01-02-0030		CDOT-State/Lake-Loop El Station Improvements (Green, Orange, Brown & Purple)	2002	\$480,000	\$480,000
01-02-0033		Midway Airport Area/BRC Clearing Yard Advisory Radio System	2004	\$364,000	
01-03-0019	Chicago Park District	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	2003	\$300,000	
01-04-0001	CDOT	Millennium Park Access Route	2004	\$160,000	
01-04-0002		35th St Bicycle-Pedestrian Bridge	2004	\$1,700,000	\$263,893
01-04-0003		Chicago Truck Route Advisory System	2004	\$256,000	
01-94-0037		Western Ave Signal Interconnect from Howard to 115th (except 87th to 101st)	2001	\$11,833,040	\$10,053,702
01-96-0010		PED FAC-CHICAGO-DOWNTOWN PEDESTRIANWAY SIGNAGE	2001	\$1,360,000	\$244,293
01-97-0021		Lakefront Bike Transportation Improvements	2000	\$1,700,000	\$1,680,562
01-97-0084		CDOT-Pulaski Rd from 87th to I55 Signal Interconnect	2001	\$4,165,000	\$3,452,420

TIP ID	Sponsor	Description	Program Year (Last)	Total Funding	Obligated
01-97-0092	CDOT	IL 50/Cicero Ave from US 14/Peterson Ave to Lexington Ave	2004	\$448,000	
01-98-0080		CDOT Peterson Ave from Cicero to Ridge Signal Interconnect	2001	\$2,102,000	\$189,618
01-99-0014		Chicago Traffic Management Center	2003	\$13,200,000	\$1,242,635
01-99-0019		Barrier-Free Cycling Chicago	1999	\$760,000	\$177,178
02-97-0006	Cook County Highway Department	Old Orchard Rd from Harms to Skokie Blvd	2000	\$800,000	
03-01-0007	IDOT	IDOT-Palatine Road from Smith to Plum Grove Rd	2001	\$128,000	\$59,010
03-02-0008	Hoffman Estates	Hoffman Estates-IL62/Algonquin Road and Ela Road Sidewalks	2002	\$60,000	
03-03-0002	Rolling Meadows	Plum Grove Rd/Old Plum Grove Rd Bike Path	2003	\$414,700	\$54,239
03-04-0001	IDOT	US 12 45 Lee/Mannheim from Algonquin Rd to Prospect Ave	2004	\$720,000	\$835,838
03-04-0003		IL 59/Hough St from Hillside Ave to Barrington Rd	2004	\$92,000	\$35,967
03-04-0004		US 12/Rand Rd Camp McDonald Rd - IL 83/ Elmhurst Rd - Willow Rd	2004	\$560,000	\$616,136
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	2000	\$344,000	
04-01-0003	Forest Park	Forest Park-Des Plaines Ave at Harrison St, Wilcox St and Jackson Blvd	2001	\$602,834	\$515,885
04-03-0003	IDOT	North Ave from Cornell to Austin	2003	\$400,000	
04-04-0001		31st St Wolf Rd - Prairie Ave	2004	\$624,000	\$432,400
04-99-0003	Melrose Park	25th Ave From Lake St to St Charles Rd/Union Pacific Rail Crossing	1999	\$120,000	\$103,116

TIP ID	Sponsor	Description	Program Year (Last)	Total Funding	Obligated
05-01-0002	IDOT	IDOT-Joliet Road/47th Street/IL171 Triangle	2001	\$400,000	\$214,713
05-99-0006	Berwyn	Ped Fac- Berwyn- East Ave Pedestrian Tunnel At Illinois Central Railroad	1999	\$803,200	
06-01-0004	Justice	Justice-79th St Ped Fac from 88th Ave to Roberts Rd	2003	\$249,000	
06-03-0002		Roberts Rd Sidewalk-79th to 87th St	2003	\$116,000	
06-04-0001	IDOT	US 12 20/95th St from 88th Ave to 96th Ave	2004	\$240,000	
06-04-0002	Palos Park	121st St and 80th Ave Pedestrian Path	2004	\$68,760	
07-00-0024	Oak Forest	Oak Forest Metra Station Bike Access and Parking	2000	\$52,000	\$13,200
07-01-0004	Chicago Heights	City of Chicago Heights-Old Plank Road Trail Extension from Western to Euclid	2001	\$972,000	\$57,550
07-03-0005	IDOT	Lincoln Highway from Ford Plant to Woodlawn	2003	\$196,000	
07-03-0006		Western Ave from Steger Rd to Sauk Trail	2003	\$180,000	
07-04-0001		IL 83/147th St from IL 50/Cicero Ave to Pulaski Rd	2004	\$700,000	\$823,742
07-04-0002	Olympia Fields	Forest Preserve/Metra Bicycle Path	2004	\$105,200	\$12,800
07-04-0004	Riverdale	Network Station Project	2004	\$250,000	
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	2000	\$798,000	
07-97-0023	Richton Park	SAUK TRAIL FROM ICG TO RICHTON SQUARE RD	1996	\$344,486	\$344,486
08-00-0013	Addison	US 20/Lake St at Swift Rd	2000	\$915,000	\$755,820

TIP ID	Sponsor	Description	Program Year (Last)	Total Funding	Obligated
08-00-0014	Naperville	Washington St from Hobson to 75th Intersection Improvement and DuPage River Trail Segment II	2002	\$812,000	\$332,799
08-00-0065		Naper Blvd at Chicago Ave/Maple Ave Intersection Improvements	2001	\$428,000	\$164,213
08-00-0067	Oakbrook Terrace Park District	Bike Fac-Oak Brook Terrace Park District-IL 56/Butterfield Rd from Myrtle to Summit	1999	\$65,920	
08-01-0004	IDOT	IDOT-Roosevelt Rd from Adare to County Farm Road	2001	\$112,000	\$92,529
08-02-0006	Villa Park	Villa Park - South Villa Ave Sidewalks From Madison to IL 38	2002	\$246,000	\$185,200
08-03-0003	Downers Grove	Downers Grove Bikeway Connections	2003	\$159,000	
08-04-0001		Eastern Corridor Bikeway	2004	\$399,000	
08-04-0003	IDOT	IL 59/Ingalton Rd Army Trail Rd - Smith Rd	2004	\$120,000	\$88,044
08-04-0004		Cermak Rd/22nd St McDonalds Dr - York Rd	2004	\$160,000	\$93,479
08-04-0005	Naperville	Naper Blvd from Dunrobin Rd to Hobson Rd	2004	\$16,000	\$13,750
08-96-0032	DuPage Forest Preserve District	BIKE FAC-DUPAGE FOREST PRESERVE DISTRICT-SALT CREEK GREENWAY	2001	\$1,044,240	\$879,358
08-99-0104	Naperville	DuPage River Trail Bike Path-Segment 4	2000	\$814,000	\$127,027
08-99-0105	DuPage County DOT	DuPage Traffic Management Center	2000	\$200,000	
09-01-0004	Kane County DOT	Kane County-Orchard Road Interconnect	2001	\$368,000	
09-03-0004	Kane County	Randall Road at Fabyan Parkway	2003	\$3,000,000	
09-03-0006	Elgin	Summit Street at Dundee Road	2003	\$960,000	

TIP ID	Sponsor	Description	Program Year (Last)	Total Funding	Obligated
09-94-0017	Kane County DOT	McLean Boulevard	2002	\$528,000	\$0
09-94-0018		Randall Rd from IL 64 (Kane/St Charles) to IL 38 (Kane/St Charles)	2004	\$4,000,000	\$4,000,000
09-96-0018		Dunham/Stearns/IL 25 Int Imp	2000	\$1,116,000	\$892,800
09-97-0010	Geneva	IL 31 at IL 38	1997	\$100,000	
10-01-0009	IDOT	IDOT-Lake Street from Allanson Road to Diamond Lake Road	2001	\$104,000	\$55,961
10-01-0010		IDOT-Skokie Highway from Milwaukee Ave to Stearns School Road	2001	\$72,000	\$45,816
10-04-0001	Lake County DOT	IL 131/Green Bay Rd at Wadsworth	2004	\$600,000	\$196,133
10-95-0015	IDOT	Prairie at US 45 Int Imp	2001	\$4,040,000	\$3,555,410
10-99-0003		Il 132/Grand Ave at US 41/Skokie Hwy Interchange Improvement	2003	\$9,600,000	
11-00-0011	Fox River Grove	US 14 at Algonquin Rd Int Imp	2001	\$204,000	\$34,076
12-00-0015	IDOT	I-55 from West of Naperville Rd to Weber Rd	2000	\$3,200,000	\$2,471,896
12-04-0001		IL 171/Archer Ave from Smith Rd to 143rd Street	2004	\$112,000	
18-03-0506	Western Springs	Western Springs Station at Hillgrove Ave	2004	\$731,000	\$731,000
18-03-0559	Vernon Hills	Vernon Hills Station Parking Expansion	2003	\$197,600	\$197,600
18-03-0585	Franklin Park	Franklin Park New Station on NCS Line	2003	\$416,000	\$416,000
18-03-0586	Grayslake	Grayslake New Station on the NCS Line	2003	\$780,000	\$780,000
18-03-0587	Rosemont	Rosemont New Station on the NCS Line	2003	\$624,000	\$624,000

<b>TIP ID</b>	<b>Sponsor</b>	<b>Description</b>	<b>Program Year (Last)</b>	<b>Total Funding</b>	<b>Obligated</b>
18-03-0588	Schiller Park	Schiller Park New Station on NCS Line	2003	\$442,000	\$442,000
18-04-0562	Metra	Ingleside station parking	2004	\$140,000	\$140,000
18-04-0566		Parking at Mont Clare, Mars, Galewood, and Hanson Park stations - Milwaukee West Line	2004	\$800,000	\$800,000
18-04-0572		99th St - Beverly Station Parking - RID Line - Beverly Branch	2004	\$540,000	\$540,000
18-04-0573		Joliet station parking - RID and MHC lines	2004	\$560,000	\$560,000

84 total projects

## CMAQ Project Follow-up for FY 2005

<b>CMAQ Project Information</b>			
<b>TIP Project Name:</b>			
<b>TIP Project ID:</b>		<b>Estimate Completion Year:</b>	
<b>Project Sponsor:</b>			
<b>Primary Contact:</b>			

<p>1. Has this project been completed?</p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>Yes</i> – Indicate the date here: _____ then return this form to CATS.</p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>No</i> – Please proceed to question 2.</p>
<p>2. Where does the project stand as of today? What phases are completed?</p>
<p>3. If a FY 2004 project follow-up for this project was enclosed, did you meet the milestone(s) described in question 4 of the form?</p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>Yes</i></p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>No</i> - Please discuss.</p>
<p>4. What is expected to be completed on this project in the next year?</p>
<p>5. Are there current or anticipated problems putting completion of the project in doubt? If so, please indicate their nature and steps being taken to overcome them.</p>
<p>6. Are the funds currently committed to the project sufficient to complete project engineering, right of way acquisition, and construction/implementation?</p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>Yes</i></p> <p style="margin-left: 40px;"><input type="checkbox"/> <i>No</i> – Please explain.</p>

**CONTINUE ON THE REVERSE SIDE**

7. Please indicate any other committed financing for the project that was secured after the project was submitted for CMAQ approval. Please indicate the fund source, the fiscal year the money will be available, and the amount. (It is not necessary to indicate the match source for federal funds).	
8. What is the current estimated completion year for this project? (The original estimate is on the project summary)	
9. Please provide updated information on the <i>primary</i> contact for this project in the event we need additional information. The primary contact is used as the initial contact for this project in the future.	
Name:	
Organization:	
Title:	
Phone:	Fax:
E-mail:	
10. Please provide information on a <i>supplementary</i> contact for this project. This contact should be someone with a direct working knowledge of the project.	
Name:	
Organization:	
Title:	
Phone:	Fax:
E-mail:	
<i>Please include any additional comments that would be useful to the CMAQ Project Selection Committee:</i>	

**Please return this form by September 9, 2005 to:**

**Doug Ferguson**  
**Chicago Area Transportation Study**  
**300 W. Adams St. 2<sup>nd</sup> Floor**  
**Chicago, IL 60606**  
**Phone: (312) 793-0121**  
**Fax: (312) 793-3481**  
**Email [dferguson@catsmpo.com](mailto:dferguson@catsmpo.com)**

**For further information, please call Mr. Ferguson.**



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**To:** CMAQ Project Selection Committee  
**From:** Ross Patronsky, Chief of the CMAQ Program  
**Date:** September 13, 2005; revised September 19, 2005  
**Subject:** CMAQ Project Change Requests

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Several sponsors have requested project changes, including cost changes. The net change in the federal amount programmed resulting from these changes is an increase of \$1,530,200.

**West Chicago – West Chicago Station UP-W-Commuter Parking Lot (TIP ID 18-99-0568)**

The City of West Chicago is requesting a cost increase to enable an increase in the size of the parking lot, and to respond to possible additional storm water detention requirements. The request is for \$288,000 in federal funds (\$360,000 total).

The project was approved in 1999, 2000 and 2003 for a total of \$1,608,000 federal (\$2,082,000 total, including \$72,000 in locally-funded engineering). The total program amount includes a cost increase of \$400,000 that was coordinated with the 2003 program.

As described in the cover letters, the proposed scope change will increase the parking to be built from 135 spaces to 166 spaces. In addition, there is a possibility of additional detention requirements.

Metra is suggesting that the CMAQ Project Selection Committee use the funds from the withdrawn project, Melrose Park – Melrose Park Station Commuter Parking UP-W Line (TIP ID 18-99-0755), to cover the increased costs. The withdrawn amount corresponds to the requested increase, and the two projects are both contained in the same FTA grant, IL-90-X350

The revised project was re-evaluated against other FY 2003 commuter parking projects. The estimated revised VOC eliminated is 38.0077 tons, with the dollar per ton of VOC eliminated equal to \$64,250, slightly improved from the original

cost per ton of VOC eliminated of \$68,370. These results can be found on the accompanying cost increase analysis sheets. Compared to other commuter parking projects, the project would rank tenth, up one place from its original ranking of 11<sup>th</sup>.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the cost increase for Chicago Station UP-W-Commuter Parking Lot, TIP ID 18-99-0568, in the amount of \$288,000 federal for a total project cost of \$2,442,000 (\$1,896,000 federal).**

**Fox Lake – Fox Lake Station Parking (TIP ID 18-03-3558)**

The Village of Fox Lake is requesting a scope change to construct their parking lot at a different location and reduce the net number of spaces constructed. The lot was originally approved in FY 2003 for 100 spaces at a cost of \$320,000 federal (\$400,000 total) for construction only.

The lot the Village proposes to build will be 122 spaces; there is no change in funding requested. The reduction in net spaces occurs because 62 spaces in another commuter parking lot will be removed from service. At the time of the application, the commuter parking spaces in Fox Lake were 98.7% occupied.

The revised project was re-evaluated against other FY 2003 commuter parking projects. The estimated revised VOC eliminated is 22.8194 tons, with the dollar per ton of VOC eliminated equal to \$27,827, significantly lower than the original cost per ton of VOC eliminated of \$16,696. These results can be found on the accompanying cost increase analysis sheets. Compared to other commuter parking projects, the project would rank fifth, down two places from its original ranking of third. However, no projects that were not funded FY 2003 would rank ahead of the Fox Lake project.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the scope change for Fox Lake Station Parking, TIP ID 18-03-3558, reducing the number of net spaces constructed from 100 to 60.**

**Geneva – IL 31 at IL 38 (TIP ID 09-97-0010)**

The City of Geneva is requesting a cost increase for the intersection improvement project, IL 31 at IL 38 (TIP ID 09-97-0010) in the amount of \$492,800 federal (\$616,000 total). The cost increase is a result of increases in traffic signal

equipment and installation costs, along with incremental increases in the costs of roadway construction.

The project was originally programmed in 1997 for \$100,000 federal (\$125,000 total) for engineering and construction. The City has since done the engineering with local funds. This project has been the subject of several follow-up inquiries in recent years, focusing in part on the expected need for additional funds.

The increase would bring the total federal amount for the project to \$592,800 (\$741,000 total amount). The cost per ton of VOC eliminated would increase to \$199,194. The project ranking would change from 6<sup>th</sup> to 9<sup>th</sup> among intersection improvement proposals in FY 1997. The revised ranking would be ahead of one other project that received funding that year but behind two other projects that did not receive funding. These results can be found on the accompanying cost increase analysis sheets.

Of the two proposals that did not receive funding, one, Dundee at IL 53, received CMAQ funding in 2000. The Butterfield Rd at IL 60 proposal has not received subsequent CMAQ funding, nor does it appear in the TIP with other funding.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider the cost increase for IL 31 at IL 38, TIP ID 09-97-0010, in the amount of \$492,800 federal for a total project cost of \$741,000 (\$592,800 federal).**

**Grayslake – Atkinson, IL 120, IL 137, IL83/Ivanhoe Rd (TIP ID 10-99-0106, CMAQ ID II10062590)**

The Village of Grayslake is requesting a cost increase for the intersection improvement project, Atkinson, IL 120, IL 137, IL83/Ivanhoe Rd (TIP ID 10-99-0106) in the amount of \$235,200 federal for phase I engineering. The cost increase is a result of requirements to study multiple alternative alignments for Atkinson Road along with drainage issues, double tracking of the CN/WC railroad and additional environmental impact evaluation.

This project was originally programmed in 2001 for \$223,000 federal (\$279,000 total) for phase I engineering. Grayslake has applied for additional CMAQ funding in FY 2003 - FY 2006, but has not been programmed for additional funds.

The increase would bring the engineering I total amount for the project to \$458,200 federal. The cost per ton of VOC eliminated would increase to \$292,001.

The project ranking would change from 3<sup>rd</sup> to 9<sup>th</sup> among intersection improvement proposals in FY 2001. The revised ranking would be ahead of four other projects that received funding that year, but lower than two proposals that did not receive funding. These results can be found on the accompanying cost increase analysis sheets.

The two proposals that did not receive funding have not subsequently received CMAQ funding. The proposal for Cemetery and Washington in Gurnee is in the TIP with FY 2008 STP-L funding. The IDOT project for IL 83 at Washington St does not appear in the current TIP.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider the cost increase for Atkinson, IL 120, IL 137, IL83/Ivanhoe Rd, TIP ID 10-99-0106, in the amount of \$235,200 federal for total cost of \$573,000 (\$458,200 federal).**

**Oak Lawn – Oak Lawn Station Parking (TIP ID 18-03-0570)  
Oak Lawn – Oak Lawn Parking Deck and Commuter Transportation Center  
(TIP ID 06-05-0003)**

The Village of Oak Lawn is requesting to withdraw the Oak Lawn Station Parking (TIP ID 18-03-0570) and to increase the funding for the Oak Lawn Parking Deck and Commuter Transportation Center (TIP ID 06-05-0003) by the \$208,000 federal funds withdrawn from the parking lot project.

The station parking project was programmed in 2003 for 100 spaces. The total cost of the project was \$1,090,000, including \$650,000 in right-of-way costs to be paid with other funds. Oak Lawn's original request was for \$320,000 federal.

Oak Lawn was unable to secure the right-of-away for the parking lot. The \$208,000 withdrawn would be used to fund 54 additional spaces in the parking deck for commuter use. The parking deck was programmed in FY 2005 for \$2,380,000 federal (\$3,600,000 total).

The Oak Lawn Parking Deck project was analyzed with the new spaces and the cost per ton of VOC eliminated reduced from \$1,147,848 to \$1,044,890. The project rank would remain the same among parking deck projects in FY 2005. These results can be found on the accompanying cost increase analysis sheets.

The parking lot project cost/benefit ratio was \$39,327.

**Recommendation to the CMAQ Project Selection Committee:**

- Consider approving the increase in funds for the Oak Lawn Parking Deck and Commuter Transportation Center, TIP ID 06-05-0003, in the amount of \$208,000 federal (\$260,000 total). The cost for the Oak Lawn Parking Deck and Commuter Transportation Center, TIP ID 06-05-0003, would be \$2,588,000 federal (\$4,000,000 total).

**Oak Forest – Oak Park Ave from 159th to 151st and at 147th St (TIP ID 07-99-0009)**

The City of Oak Forest is requesting a cost increase for the Oak Park Ave from 159th to 151st and at 147th St intersection improvement project in the amount of \$522,400 federal. The increase costs are due to additional engineering expenditures resulting from increases in scope of work and increases in construction costs due to materials and labor cost increases.

The project was programmed for \$81,000 (federal) in FY 1999 for engineering I and \$2,398,000 (federal) in FY 2002 for engineering II, right-of-way and construction. In November 2004 the project received a cost increase in the amount of \$526,200 (federal) due to the increase in the costs of engineering-I, additional right-of-way parcels, wetland banking costs, and increase construction costs that were not anticipated in the original submittal.

The cost increase would raise the cost per ton of VOC eliminated to \$145,200 from the original amount of \$123,698. As the revised ranking sheet indicates, the rank of the project would remain the same at 4<sup>th</sup> among 2002 intersection improvement projects. The project would still rank better than seven other intersection improvement projects that received funding.

**Recommendation to the CMAQ Project Selection Committee:**

- Consider approving the cost increase for Oak Park Ave from 159th to 151st and at 147th St, TIP ID 07-99-0009, in the amount of \$522,400 federal for a total of \$3,527,600 federal (\$4,409,500 total cost).

**CTA – Corporate Relocation Program (TIP ID 16-99-0018)**

**CTA – U-Pass (TIP ID 16-99-0016)**

CTA is requesting to withdraw the Corporate Relocation Program project (TIP ID 16-99-0018) and transfer the remaining balance of funds to the U-Pass project (TIP ID 16-99-0018).

The Corporate Relocation Program was programmed in FYs 1999, 2000 and 2001 for a total of \$480,000 federal (\$600,000 total). In 2003, \$15,200 in federal funds were transferred from the Corporate Relocation Program to the New Resident Marketing Program (TIP ID 16-97-0001). At the June 21, 2005 CMAQ Project Selection Committee meeting, the 2000 and 2001 Corporate Relocation Program projects were withdrawn and the unused funds transferred to the U-Pass project (TIP ID 16-99-0016).

The transferred funds will continue the efforts of the U-Pass project. The emission benefits of this project, \$26,426 per Ton of VOC eliminated, would not change under this transfer.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the transfer of the remaining funds from the CTA - Corporate Relocation Program (TIP ID 16-99-0018) to CTA - U-Pass (TIP ID 16-99-0016) project.**

**University Park – University Parkway Bike Facility and Intersection Improvement at Governors Highway (TIP ID 07-96-0003)**

The Village of University Park is requesting cost increases for the University Parkway at Governors Hwy intersection improvement and University Parkway Bike/Pedway projects (TIP ID 07-96-0003) in the amounts of \$193,000 federal and \$86,800 federal respectively. The costs increases are due to increases in construction costs since the projects were originally programmed.

These two projects were programmed in FY 2000 for a combined amount of \$798,000 federal (\$998,000 total) for phase II engineering and construction. Since that time, no funds have been obligated for the project. Follow-up contacts have been made in 2002 - 2005, focusing in part on the sponsor's statement that additional funds would be required to complete the project.

The revised intersection improvement project was re-evaluated against other FY 2000 intersection improvement projects. The estimated revised dollar per ton of VOC eliminated is equal to \$276,304, somewhat higher than the original cost per ton of VOC eliminated of \$204,669. These results can be found on the accompanying cost increase analysis sheets. Compared to other intersection improvement projects, the project would rank eighteenth, down three places from its original ranking of fifteenth. However, two projects that were funded in FY 2003 would still rank below the project. One proposal that was not funded in FY 2003 would rank about the project; this project has not subsequently received

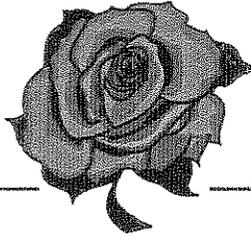
CMAQ funding, nor does it appear in the TIP (as described in the CMAQ application).

The revised bike/pedway project was re-evaluated against other FY 2000 bike facility projects. The estimated revised dollar per ton of VOC eliminated is equal to \$502,200, somewhat higher than the original cost per ton of VOC eliminated of \$372,000. These results can be found on the accompanying cost increase analysis sheets. Compared to other bike facility projects, the project would rank fifth, down one place from its original ranking of fourth. The new ranking places it right below the last selected project of FY 2000.

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the costs increases for both the University Parkway at Governors Hwy intersection improvement and the University Parkway Bike/Pedway in the amount of \$193,000 (federal) and \$86,800 (federal) for a combined amount of \$1,077,800 federal (\$1,347,300 total).**

Ronald M. Serpico  
**MAYOR**



# Village of Melrose Park



Mary Ann Paolantonio Salemi  
**CLERK**

- TRUSTEES -

John Conteduca  
Ruben Lomeli

Cathy Cossident Italia  
Arturo J. Prignano

Tom "TK" Klein  
Anthony J. Prignano

AUG 01 2005

C.A.T.S.

July 28, 2005

Mr. Ross Patronskey  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams  
Chicago, Illinois 60606

Dear Mr. Patronskey,

The Village of Melrose Park is a recipient of a FY 2003 CMAQ grant in the amount of \$360,000 for the construction of a commuter parking lot located near the Melrose Park Metra commuter train station. The village was also selected this past spring to receive funding from the RTA through the Regional Technical Assistance Program to conduct a station area planning study, with aspects that include the possible consolidation of the Melrose Park and Bellwood Metra stations and the redevelopment of the Lake Street corridor.

At this time, the village has decided to decline the CMAQ funds and await the results of the studies and not to pursue the construction of the proposed commuter parking lot. Once the studies are completed, Melrose Park will reapply for funding through the CMAQ program with the prospect of requesting funding for a new station and commuter parking lot facility.

We look forward to working with you once again in the near future.

Sincerely,

Ronald M. Serpico  
Mayor

RMS/pd

cc: L. Corrao, Metra



475 Main Street · P.O. Box 488 · West Chicago, IL 60185

Phone: [630] 293-2200 · Fax: [630] 293-3028 · Website: [www.westchicago.org](http://www.westchicago.org)

September 12, 2005

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street  
Chicago, IL 60606

**MICHAEL R. FORTNER**  
MAYOR

RE: West Chicago Station UP-W Commuter Parking Lot  
Transportation Improvement Program (TIP) ID 18-99-0568

Dear Mr. Patronsky:

**NANCY M. SMITH**  
CITY CLERK

The City of West Chicago hereby requests an increase of \$360,000 for the West Chicago Station parking project (TIP project 18-99-0568). The funds would be used to expand the size of West Chicago's third commuter parking lot from 135 to 152 spaces, as well as provide for the additional storm water detention required for the project. Please reference the letter dated August 11, 2005 from Mr. Jack Groner of Metra for additional details about the project. The City of West Chicago has budgeted the funds necessary for the local match associated with this additional funding, should our request be granted.

**DONALD F. EARLEY**  
CITY TREASURER

Please let me know if you have any questions. Thank you for your consideration of our request.

**MICHAEL L. GUTTMAN**  
CITY ADMINISTRATOR

Sincerely,

Michael L. Guttman  
City Administrator

C: Robert Flatter, Director of Public Works  
Joanne Gugliotta, Director of Community Development

August 11, 2005

RECEIVED  
AUG 12 2005  
C.A.T.S.

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street  
Chicago, Illinois 60606

Re: **West Chicago Metra Parking Project**  
**Reallocation of Grant IL-90-X350 / Melrose Park**

Dear Mr. Patronsky:

We received a copy of the letter from the Village of Melrose Park to CMAQ (attached), declining the FY 2003 grant in the amount of \$360,000, for the construction of a commuter parking lot (TIP project 18-99-0755) to serve the Melrose Park Metra Station. As indicated in the letter, the City is the recipient of an RTA -RTAP grant to conduct a study for the redevelopment of Lake Street corridor and the possible consolidation of the Melrose Park and Bellwood Metra stations. At this time, the City does not want to pursue the construction of the commuter parking project, awaiting the results of the study.

Therefore, we are requesting the reallocation of funds in the above referenced Metra CMAQ grant, from the Melrose Park Station parking (TIP project 18-99-0755) to the West Chicago Station parking (TIP project 18-99-0568). The West Chicago parking project is currently under design by Metra's design consultant, Crawford, Murphy and Tilly, Inc.

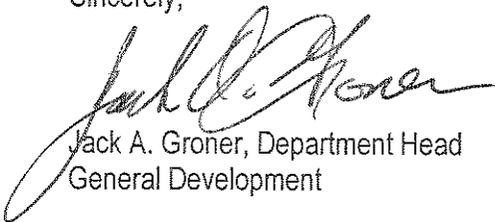
During the design process, Metra and the City of West Chicago have determined that we will be able to expand the limits of the project to the west, to increase the capacity of the new parking lot from the proposed 135 spaces to 152 spaces. The proposed expansion requires construction of a retaining wall along the western boundary as well as a hand-rail. In addition, we have determined that 14 additional spaces will be possible, south of the connector road, between Lots 1 and 10, which will result in a net addition of 31 spaces. The proposed connector road will facilitate free flow between the three lots, and is expected to reduce peak hour congestion on Main Street.

Also, Dupage County storm water permitting requirements have been modified since we conducted the studies for the project. Metra has commissioned a study to assess the capacity of the existing detention pond to handle the anticipated additional run-off due to the expansion of the proposed project, and also from the proposed development, north of Main Street. It is estimated that an amount of \$ 80,000 will be needed to provide for the resizing of the existing detention pond, if the results of the study warrant the same.

Since these conditions will change the original scope of the project, we request reallocation of the \$ 360,000.00, available for land-acquisition in Melrose Park project, to West Chicago project to fund the additional construction costs. The City of West Chicago is willing to provide the required matching construction funds for the additional work.

We request that this request for reallocation of funds be put on the agenda for consideration, at the CMAQ committee meeting scheduled for September 20, 2005. Please feel free to contact me with any questions that you might have. I can be reached at (312)322-6643.

Sincerely,



Jack A. Groner, Department Head  
General Development

Attachments

### Reallocation of CMAQ Grant Funds

Project Description	Federal CMAQ Amount	Total Amount	CMAQ Year	FTA CMAQ Grant
3196 Melrose Park Parking Union Pacific West	\$288,000	\$360,000	-	IL-90-X350
Less Transfer Amount	<u>(\$288,000)</u>	<u>(\$360,000)</u>		
<b>Total</b>	<b>\$ 0</b>	<b>\$0</b>		
3195 West Chicago Parking Union Pacific West	\$ 480,000	\$ 600,000	-	IL-90-X397
3195 West Chicago Parking Union Pacific West	\$ 648,000	\$810,000	-	IL-90-X350
3195 West Chicago Parking Union Pacific West	\$ 400,000	\$ 500,000	2003	IL-90-X350
3195 West Chicago Parking Union Pacific West	\$ 80,000	\$ 100,000	-	IL-90-X443
Plus Transfer Amount	<u>\$288,000</u>	<u>\$ 360,000</u>		IL-90-X350
<b>Total</b>	<b>\$ 2,370,000</b>	<b>\$ 2,370,000</b>		

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **18-99-0568**

Description: **West Chicago Station UP-W-Commuter Parking Lot**

### Ranking Computation

	1999-2003 Awards	2005 Increase
Tons VOC eliminated	30.4520	38.0077
Cost	\$ 2,082,000	\$ 2,442,000
\$/Ton VOC eliminated	\$ 68,370	\$ 64,250
Rank	11	10

### Project Expenses

	Federal Share	Total	Fed %	Basis
1999-2003 Awards	\$ 1,608,000	\$ 2,082,000	77.2%	Approved Project
2005 Increase	\$ 1,896,000	\$ 2,442,000	77.6%	Letter from City
Increase Amount	\$ 288,000	\$ 360,000		

Note:

Total costs include \$72,000 of locally-funded engineering

**FY 2005 CMAQ Program**

ID	Sponsor	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
CP0303008	Roselle	Roselle Station Parking	\$280,000	\$224,000	\$12,624	\$224,000
CP1003011	Winthrop Harbor	Winthrop Harbor Station Parking	\$194,700	\$155,760	\$13,709	\$155,760
CP1003010	Fox Lake	Fox Lake Station Parking	\$400,000	\$320,000	\$16,696	\$320,000
CP0903015	Oswego	Oswego Orchard Park & Ride Commuter Parking	\$1,786,400	\$1,411,200	\$22,062	\$1,411,200
CP1003009	North Chicago	Great Lakes Station Parking	\$350,000	\$280,000	\$27,085	\$280,000
CP1003006	Vernon Hills	Vernon Hills Station Parking Expansion	\$380,000	\$304,000	\$36,766	\$197,600
CP0603004	Oak Lawn	Oak Lawn Station Parking	\$400,000	\$320,000	\$39,327	\$208,000
CP0703007	Tinley Park	Tinley Park/80th Ave. Station Parking & Access	\$1,085,000	\$868,000	\$43,557	\$868,000
CP0103012	Metra	Washington Heights/103rd St. Station Parking	\$60,000	\$48,000	\$61,523	\$48,000
<b>West Chicago</b>		<b>West Chicago Station Parking</b>	<b>\$2,442,000</b>	<b>\$1,896,000</b>	<b>\$64,250</b>	
CP0703014	Riverdale	Riverdale Station Parking	\$116,000	\$93,000	\$67,397	\$93,000
<b>CP0803005</b>	<b>West Chicago</b>	<b>West Chicago Station Parking</b>	<b>\$600,000</b>	<b>\$480,000</b>	<b>\$68,370</b>	<b>\$80,000</b>
CP0503002	LaGrange	Stone Ave Station Parking	\$285,000	\$228,000	\$90,201	\$228,000
CP0903003	Aurora	Aurora Station Parking Expansion & Access	\$600,000	\$480,000	No benefit	
CP1003013	Libertyville	Prairie Crossing Station Parking Expansion	\$270,000	\$216,000	No benefit	



66 Thillen Drive  
Fox Lake, Illinois 60020

Phone: 847•587•2151  
Fax: 847•587•2237  
www.foxlake.org

**Mayor**  
*Cindy Irwin*

**Village Clerk**  
*Nancy Rogers*

**Trustees**  
*Edward C. Bender*  
*Ted Beskow*  
*Bill Borchers*  
*Greg Murrey*  
*Noel Working*  
*Carol Ulasz*

September 1, 2005

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street  
Chicago, IL 60606

RE: Fox Lake Station Parking  
TIP ID#18-03-3558  
Scope Revision

Dear Mr. Patronsky:

The Village of Fox Lake requests the CMAQ Project Selection Committee's concurrence in a scope revision to the Fiscal Year 2003 Congestion Mitigation & Air Quality (CMAQ) project cited above.

In the Village's original application of March 1, 2002, 200 new commuter parking spaces were proposed at a site north of Oak Street at Nippersink Road, in Fox Lake. Our May 31, 2002 revised application reduced the proposed number of spaces to 100 and provided a map showing a new location at South Street and Grace Avenue. The South Street-Grace Avenue site was approved by the Federal Transit Administration (FTA), based on Metra's environmental review as submitted to FTA.

After subsequent reconsideration, the Village has determined that the original Oak Street-Nippersink Road location is preferable. The Village proposes to construct a lot of approximately 122 spaces at this location. Once the new lot is constructed, Metra will allow the Village to release approximately 62 spaces in lot 9 from commuter use to other uses. Thus, the net gain for commuter parking will be 60 spaces.

Attached is a station area map which shows the Oak-Street-Nippersink Road location and the South Street-Grace Avenue site, as well as the location of the 62 spaces to be released.

If there are any questions, please contact me at the Village Hall at (847) 587-3943.

Sincerely,



Village of Fox Lake

Attachment: Project Site Map

**KEY:** CAP - Adjusted Lot Capacity (R)resident Only (P)ermit Only (F)ree (M)eter (P)ermit  
 FEE (Method of Payment) (C)ollection Board (D)aily (F)ree (M)eter (P)ermit  
 METHOD/s (Payment Amt./Time Frame) (H)ourly (Q)uarterly (S)emi-annually (A)nnually (M)onthly (B)i-monthly  
 USERS (To Whom Fee Applies) (R)esident (N)on-resident (B)oth



**Commuter Rail Parkin**

**Parking Key**

★ **Station/Depot**

 **Parking Gara**

 **On Street**

① **Metra Lot Numb**

 **Not Available t Metra Customer**

 **Accessible Parking**

 **Station ADA Compliant**



**Station Name:** FOX LAKE

**Rail Line(s):** MILWAUKEE NORTH

**Branch:**

**Ticket Selling:** Agent (4-46AM-12-30PM)

**Effective Date:** OCTOBER 21, 2003

**Station I.D.:** Zone: 15495 J

**Office of Planning & Analy:**

**CATS TIP ID# 18-03-3558**

**Metra Project #3558**

**Fox Lake Station Parking, MWD**

**PROJECT SITES**

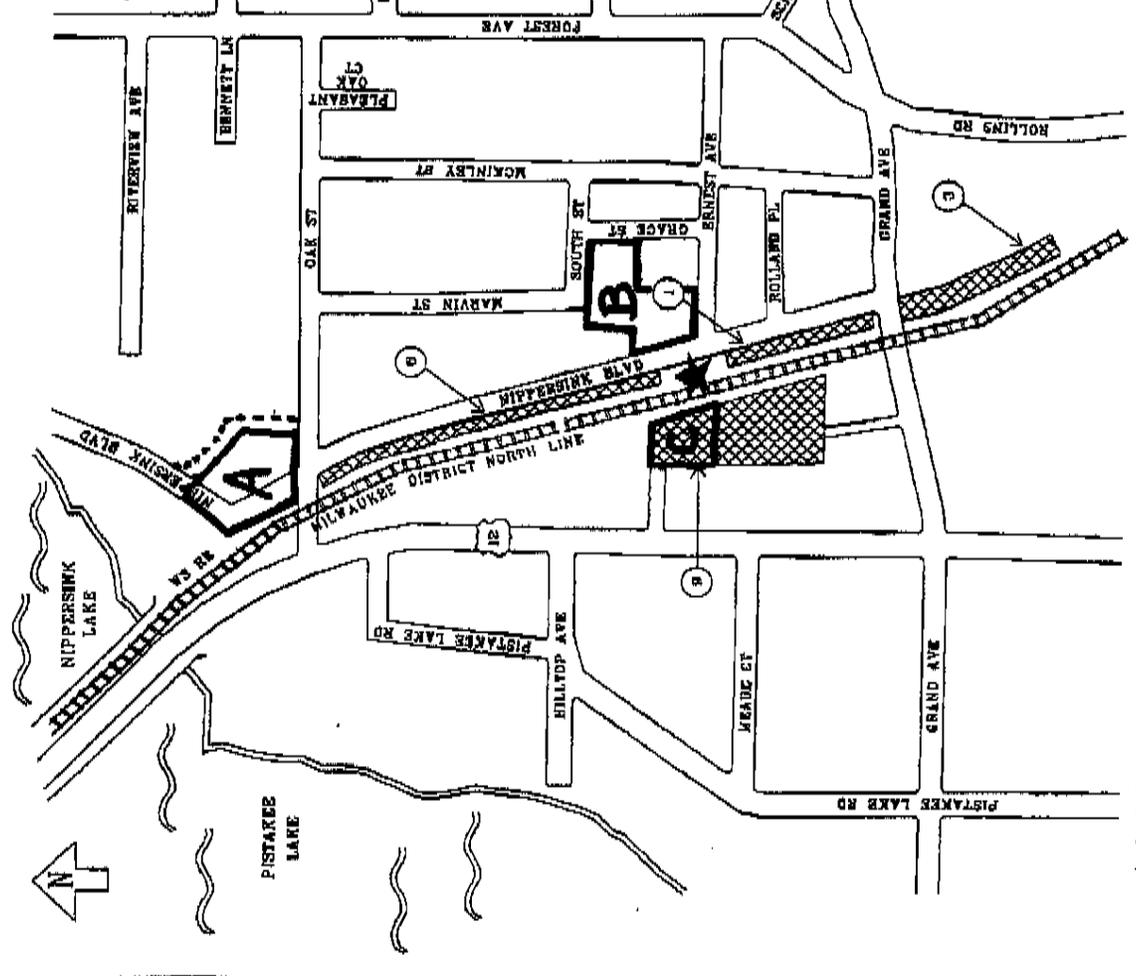
**A=Oak St.-Nippersink Rd. site**

**B=South St.-Grace Av. site**

**C=Released from commuter service**

LOT	SRFP	CAP	HC	FRP	FEE	METHODS/USERS
1	PAVED	14	9			C 1 1800/DAY P 1 1800/HR. S 54.00/QTR B B B B
2	PAVED	60				C 1 1800/DAY P 1 1800/HR. S 54.00/QTR B B B B
3	PAVED	91				C 1 1800/DAY P 1 1800/HR. S 54.00/QTR B B B B
4	PAVED	218				C 1 1800/DAY P 1 1800/HR. S 54.00/QTR B B B B
<b>TOTAL</b>						<b>355</b>

- MISSING LOT NUMBERS REPRESENT FACILITIES WHICH NO LONGER EXIST AS COMMUTER PARKING



9/1/2005

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **18-03-3558**

Description: **Fox Lake – Fox Lake Station Parking**

### Ranking Computation

	2003 Award	2005 Increase
Tons VOC eliminated	38.0323	22.8194
Cost	\$ 635,000	\$ 635,000
\$/Ton VOC eliminated	\$ 16,696	\$ 27,827
Rank	3	5

### Project Expenses

	Federal Share	Total	Fed %	Basis
2003 Award	\$ 320,000	\$ 635,000	50.4%	Approved Project
2005 Increase	\$ 320,000	\$ 635,000	50.4%	Letter from Village
Increase Amount	\$ -	\$ -		

#### Note

Total cost includes engineering and right-of-way costs not funded through CMAQ

Kevin R. Burns  
Mayor



ph: 630-232-7494  
fx: 630-232-1494  
mayorburns@geneva.il.us

CITY OF GENEVA  
Office of the Mayor  
22 South First Street  
Geneva, Illinois 60134

RECEIVED

AUG 31 2005

C.A.T.S.

August 26, 2005

Mr. Ross Patronskey  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street  
Chicago, Illinois 60606

Re: IL Route 31 at IL Route 38  
Section No. 97-00084-00-CH  
TIP No. 09-97-0010

Dear Mr. Patronskey:

This letter concerns the City of Geneva's proposed CMAQ-funded improvements to IL Route 31 at its intersection with IL Route 38. The proposed improvements are currently included in the CMAQ program with \$100,000 of federal funding. The project received Phase I Design Approval from IDOT on May 20, 2004. The City is currently negotiating a Phase II engineering agreement for preparation of plans, specifications and estimates for the construction of the proposed improvements.

At the initiation of this project, representatives of the City and IDOT met and agreed, in concept, that the City would undertake the necessary Phase I and Phase II engineering. While IDOT could not initially program funding for the project, it was understood that the project's location at the intersection of two State routes and its readiness for letting would give it priority consideration for funding as new funding became available.

The City contacted IDOT in the summer of 2003 to request IDOT's cost participation in the proposed improvement. An August 15, 2003 response from the District Engineer stated that IDOT was not in a position to fund the then-estimated \$366,000 required as local matching funds. IDOT requested that the City seek additional CMAQ funding, with State participating in the non-federal match at a level of 20%. Further email and telephone coordination with IDOT in the fall of 2004 found that IDOT's position on the funding issue had not changed.

Since the summer of 2003, the preliminary estimated cost of the proposed improvements has been updated as shown in the following table.

Project Phase	Preliminary Estimate	Requested CMAQ Participation (80%)
Phase I Engineering	\$86,000*	\$68,800
Phase II Engineering	\$60,000	\$48,000
Phase III Engineering	\$60,000	\$48,000
Construction	\$535,000	\$428,000
Total	\$741,000	\$592,800

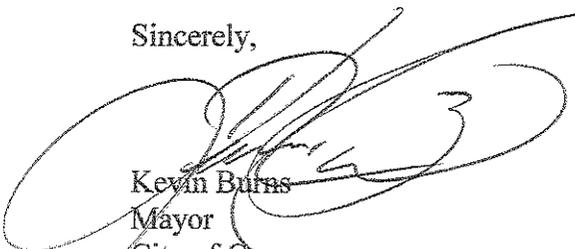
\*Final cost.

The increase in the preliminary estimated construction cost is primarily due to recent increases in traffic signal equipment and installation costs, along with some incremental increases in the costs of roadway construction.

At the request of IDOT, the City hereby formally and respectfully requests that the CMAQ participation in the funding of the IL Route 31 improvements be revised to \$592,800 from \$100,000, an increase of \$492,800. This increase in federal funding will allow IDOT to provide the matching funds and will enable the City to move the project to construction in a timely manner.

If you have any questions concerning this request, please contact Dan Dinges at 630-232-1501 ext. 3401 or [ddinges@geneva.il.us](mailto:ddinges@geneva.il.us).

Sincerely,



Kevin Burns  
Mayor  
City of Geneva

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **09-97-0010**  
 Description: **Geneva-IL 31 at IL 38**

### Ranking Computation

	1997 Award	2005 Increase
Tons VOC eliminated	3.7200	3.7200
Cost	\$ 125,000	\$ 741,000
\$/Ton VOC eliminated	\$ 33,601	\$ 199,194
Rank	6	9

### Project Expenses

	Federal Share	Total	Fed %	Basis
1997 Awards	\$ 100,000	\$ 125,000	80.0%	Approved Project
2005 Increase	\$ 592,800	\$ 741,000	80.0%	Letter from City
Increase Amount	\$ 492,800	\$ 616,000		

Notes:

**FY 1997 CMAQ Program**

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
<b>Intersection Improvement</b>					
II0101	Chicago DOT-Belmont/Sheridan Intersection Improvement	\$ 950,000	\$ 760,000	\$ 7,580	\$ 760,000
II0201	Cook County Highway Department-Oakton/Knox Intersection Improvement	\$ 253,000	\$ 202,000	\$ 14,967	\$ 202,000
II0102	IDOT-79th St. at Kedzie Intersection Improvement	\$ 100,000	\$ 80,000	\$ 17,507	\$ 80,000
II1101	McHenry County Highway Department-Main at Cary Intersection Improvement	\$ 350,000	\$ 280,000	\$ 25,815	\$ 280,000
II0701	Village of Richton Park-Cicero at Sauk Trail Intersection Improvement	\$ 72,000	\$ 58,000	\$ 26,980	\$ 58,000
<b>II0901</b>	<b>City of Geneva-IL 31 at IL 38 Intersection Improvement</b>	<b>\$ 125,000</b>	<b>\$ 100,000</b>	<b>\$ 33,601</b>	<b>\$ 100,000</b>
II1002	Lake County Division of Transportation-Butterfield Rd at IL 60 Intersection Improvement	\$ 3,600,000	\$ 2,880,000	\$ 51,693	\$ -
II0302	IDOT-IL 68 Dundee Rd at IL 53 Intersection Improvement	\$ 1,200,000	\$ 960,000	\$ 84,720	\$ -
II0601	Village of Bedford Park-Harlem at 71st Intersection Improvement	\$ 70,000	\$ 56,000	\$ 113,848	\$ 56,000
				<b>\$ 199,194</b>	
II0301	IDOT-US 14 Northwest Highway at Baldwin/Colfax Intersection Improvement	\$ 3,250,000	\$ 2,600,000	\$ 813,244	\$ -
II1102	Village of Huntley-IL 47 at Kreuzer Rd Intersection Improvement	\$ 415,000	\$ 12,000	\$ 8,495,247	\$ 12,000
II0602	Village of Evergreen Park-Kedzie at 94th Intersection Improvement	\$ 400,000	\$ 320,000	No Benefit	
II0801	City of Wood Dale-Elizabeth Dr at Addison Rd Intersection Improvement	\$ 560,000	\$ 24,000	No Benefit	
II0802	City of Wood Dale-Elizabeth Dr at Wood Dale Rd Intersection Improvement	\$ 200,000	\$ 16,000	No Benefit	
II0803	City of Wood Dale-Lively Blvd at Thorndale Intersection Improvement	\$ 470,000	\$ 16,000	No Benefit	
II0804	City of Wood Dale-Wood Dale Rd at Division St Intersection Improvement	\$ 173,000	\$ 18,000	No Benefit	
II1001	Village of Antioch-Antioch STH 173 at Tiffany Intersection Improvement	\$ 450,000	\$ 360,000	No Benefit	
II1201	Homer Township-Bell Rd at 151st St Intersection Improvement	\$ 600,000	\$ 45,000	No Benefit	



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SEP 09 2005

C.A.T.S.

September 08, 2005

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams  
Chicago, Illinois 60606

*Subject: Village of Grayslake – Atkinson Road Extension  
Phase I Engineering  
Section No.: 00-00045-00-PV  
CMAQ ID III1055*

Dear Mr. Patronsky:

On behalf of the Village of Grayslake, we request additional CMAQ funding for the subject project. The Atkinson Road Extension Project was selected as part of the FY 2001 CMAQ Program as a joint sponsored project between the Village of Grayslake and the Illinois Department of Transportation. The Village of Grayslake is the lead agency.

During the process of preparing the Phase I report, IDOT concurred we needed to study multiple alternative alignments for Atkinson Road. Due to roadway alignment and relocation, drainage issues, double tracking of the Canadian National/Wisconsin Central Railroad, and additional environmental impact evaluation, the projected Phase I Report costs have increased significantly. The most recent construction cost estimate is \$21,500,000 including \$5,000,000 of right-of-way acquisition.

The total updated project cost for the Phase I Report is \$817,000 which represents less than 5 percent of the construction cost. To date, a total of \$223,000 of CMAQ funds have been programmed to complete the Phase I Report for the project. IDOT has agreed to fund a total of \$300,000 of the Phase I report. Therefore, the Village of Grayslake requests an increase in CMAQ funding of \$235,200 for this project  $[(\$817,000 - \$300,000 - 223,000) \times 0.80 = \$235,200]$ . The total CMAQ funding requested is  $\$223,000 + \$235,200 = \$458,200$ .

8678 Ridgefield Road

Crystal Lake, IL 60012

815.459.1260

Fax 815.455.0450

info@baxterwoodman.com



Mr. Ross Patronsky  
Chicago Area Transportation Study

September 08, 2005  
010126 \* Page 2

The approval of this addendum will provide funds to complete the Phase I Report and move the project forward. Due to the significant cost of the project, the Village plans to construct the project in two stages. \$4,800,000 of high priority funds have been earmarked for Phase III construction of the Atkinson Road Extension in the recent passage of the SAFETEA-LU legislation.

We understand this request will be discussed at your next meeting and thank you for your consideration.

Very truly yours,

BAXTER & WOODMAN, INC.  
CONSULTING ENGINEERS

A handwritten signature in black ink, appearing to read "John V. Ambrose".

John V. Ambrose, P.E.

JVA/RWL:mk

C: David Heyden, P.E., Village of Grayslake  
William J. Heinz, Baxter & Woodman, Inc.

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# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **10-99-0106**

Description: **Grayslake-Atkinson Road Extension**

### Ranking Computation

	2001 Award	2005 Increase
Tons VOC eliminated	86.4723	86.4723
Cost	\$ 4,666,000	\$ 25,250,000
\$/Ton VOC eliminated	\$ 53,959	\$ 292,001
Rank	3	9

### Project Expenses

	Federal Share	Total	Fed %	Basis
2001 Award	\$ 223,000	\$ 279,000	79.9%	Approved Project
2005 Increase	\$ 458,200	\$ 573,000	80.0%	Letter from Consultant
Increase Amount	\$ 235,200	\$ 294,000		

#### Note

The increase request is for phase I engineering only but the cost of all the phases have increased since the original application

**FY 2001 CMAQ Program**

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
<b>Intersection Improvement</b>					
II1072	Mundelein-Midlothian Road at Winchester Road	\$ 1,100,000	\$ 880,000	\$ 39,210	\$ -
II1116	Fox River Grove-US Route 14 Right Turn Lanes	\$ 255,000	\$ 188,000	\$ 43,269	\$ 188,000
<b>II1055</b>	<b>Grayslake-Atkinson Road Extension</b>	<b>\$ 4,666,000</b>	<b>\$ 223,000</b>	<b>\$ 53,959</b>	<b>\$ 223,000</b>
II0356	Schaumburg-Schaumburg and Barrington Roads Intersection Improvements	\$ 1,100,000	\$ 880,000	\$ 99,574	\$ 880,000
II1057	IDOT-IL83 at Washington Street	\$ 3,552,000	\$ 2,560,000	\$ 136,288	\$ -
II1068	Gurnee-Cemetery Road and Washington Street Intersection Improvement	\$ 1,390,000	\$ 128,000	\$ 161,939	\$ -
II0922	Kane County-Kirk Rd at IL56	\$ 6,161,000	\$ 2,129,000	\$ 206,930	\$ 2,129,000
II1071	Lake County DOT-St Mary's Rd at IL176 and Old Rockland Rd	\$ 6,875,000	\$ 4,600,000	\$ 246,723	\$ 4,600
II0418	Forest Park-Des Plaines Ave at Harrison St, Wilcox St and Jackson Blvd	\$ 625,000	\$ 500,000	\$ 254,109	\$ 500,000
<b>Revised Rank</b>				<b>\$ 292,001</b>	
II0924	Kane County-Randall Rd at Fabyan Parkway	\$ 6,232,000	\$ 4,986,000	\$ 365,639	\$ -
II0297	Northbrook-IL68 Rd/Dundee Rd at Skokie Blvd/I-94 Edens Expwy	\$ 3,052,000	\$ 1,718,000	\$ 369,053	\$ 1,718,000
II1070	Vernon Hills-Prairie Road at US45	\$ 5,050,000	\$ 3,400,000	\$ 378,703	\$ 3,400
II0920	Elgin-Summit Street at Dundee Road	\$ 1,358,000	\$ 320,000	\$ 518,202	\$ -
II0867	Naperville-Aurora Ave and IL59 Intersection Improvement	\$ 960,000	\$ 143,000	\$ 524,463	\$ -
II1121	McHenry-Walkup Road/Crystal Lake Road	\$ 6,469,000	\$ 4,815,000	\$ 532,911	\$ 4,815,000
II0866	Naperville-Naper Blvd at Maple Ave Intersection Improvements	\$ 4,948,000	\$ 428,000	\$ 627,125	\$ 428,000
II0921	South Elgin-Spring Street Re-Alignment	\$ 2,127,000	\$ 113,000	\$ 688,215	\$ -
II1058	IDOT-IL60/IL83 at Midlothian Road	\$ 2,992,000	\$ 1,760,000	\$ 838,444	\$ -
II0868	Naperville-Washington Street from 75th St to Hobson Rd	\$ 14,785,000	\$ 6,017,000	\$ 907,590	\$ -
II0355	Schaumburg-Springinsguth and Wise Roads Intersection and Roadway Improvements	\$ 1,066,000	\$ 853,000	\$ 2,572,722	\$ -
II1056	IDOT-US45 at IL132 and Rollins Road	\$ 5,900,000	\$ 4,000,000	\$ 4,263,009	\$ -
II1059	IDOT-US45 at Washington Street	\$ 5,500,000	\$ 2,000,000	\$ 35,252,569	\$ -

DAVE HEILMANN  
Village President

Village Trustees  
JERRY HURCKES  
MARJORIE ANN JOY  
ALEX G. OLEJNICZAK  
THOMAS E. PHELAN  
STEVEN F. ROSENBAUM  
ROBERT J. STREIT



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SEP 09 2005

C.A.T.S.

JANE M. QUINLAN  
Village Clerk

9446 S. Raymond Ave.  
Oak Lawn, IL 60453  
Phone (708) 636-4400

FAX (708) 636-8606

Writer's Direct Dial: 708/499-7816  
Writer's Direct FAX: 708/499-7823  
E-mail: lkrauss@villageofoaklawn.com

September 7, 2005

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street  
Chicago, IL 60606

Re: CMAQ Grant for 95<sup>th</sup> Street/Oak Lawn Commuter Parking

Dear Mr. Patronsky:

The Village of Oak Lawn is the recipient of a CMAQ Grant in the amount of \$400,000 for the construction of 100 space surface parking lot that was to be used for commuter parking purposes.

Although the Village of Oak Lawn has been diligently pursuing the land acquisition for this project, we have been unable to secure the property. However, we were able to construct fifty-four (54) additional parking spaces within the parking deck that is currently under construction, and these additional spaces can be dedicated for commuter use. The Commuter Parking Deck project is over 80% complete, and is scheduled to open on December 1, 2005.

It is respectfully requested by the Village of Oak Lawn that the CMAQ Committee consider reallocating the \$400,000 in grant funds to the parking deck project at your next meeting later this month.

Should you have any questions or need additional information concerning this request, please do not hesitate to contact the writer at your convenience.

Very truly yours,

Lynn J. Krauss, P.E.  
Acting Village Manager

LJK/ij  
cc: Village President and Board of Trustees  
Jack Groner, Department Head General Development; Metra  
Lynn Corrao, Director of Community Affairs; Metra

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **06-05-0003**

Description: **Oak Lawn - Oak Lawn Parking Deck and Commuter Transportation Center**

### Ranking Computation

	2005 Award	2005 Increase
Tons VOC eliminated	11.2711	12.7645
Cost	\$ 12,937,500	\$ 13,337,500
\$/Ton VOC eliminated	\$ 1,147,848	\$ 1,044,890
Rank	3	3

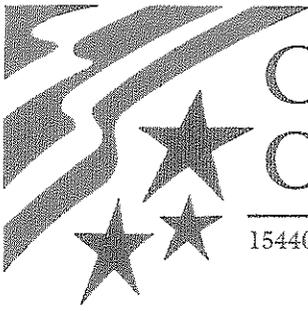
### Project Expenses

	Federal Share	Total	Fed %	Basis
2005 Award	\$ 2,380,000	\$ 3,600,000	66.1%	Approved Project
2005 Increase	\$ 2,588,000	\$ 4,000,000	64.7%	Letter from Village
Increase Amount	\$ 208,000	\$ 400,000		

Note

**FY 2005 CMAQ Program**

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
<b>Parking Deck</b>					
CP08052374	Metra - Elmhurst Station Parking Garage - UP West line - Lease of Existing Spaces	\$720,000	\$576,000	\$273,062	\$576,000
PD09052358	Geneva - Third Street Commuter Parking Deck	\$11,000,000	\$4,995,000	\$446,124	
<b>Revised Rank</b>				\$1,044,890	
PD06052329	Oak Lawn - Oak Lawn Commuter Parking Deck	\$12,937,500	\$2,880,000	\$1,147,848	\$2,380,000



# CITY OF OAK FOREST

15440 South Central Avenue • Oak Forest, Illinois 60452-2195 • 708-687-4050 • Fax 708-687-8817



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SEP 12 2005

C.A.T.S.

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 West Adams Street; 2<sup>nd</sup> Floor  
Chicago, Illinois 60606

September 9, 2005

***Subject: City of Oak Forest - Oak Park Avenue Improvements  
Section No: 99-00073-00-WR***

Dear Mr. Patronsky:

Congestion Mitigation and Air Quality funds in the amount of \$3,005,200 Federal Share have been previously appropriated for Phase 2 Engineering, Right-Of-Way Acquisition, Construction and Construction Engineering for the subject project in the FY 2002 CMAQ program. The proposed improvements include widening and resurfacing of Oak Park Avenue to a three-lane pavement with concrete curb and gutter, enclosed storm sewer, and traffic signal modifications, interconnections and new signal installations between 159<sup>th</sup> Street and 147<sup>th</sup> Street within the City of Oak Forest. Phase 1 Engineering has been completed. Phase 2 plans have been reviewed by the Illinois Department of Transportation. Our engineers are finalizing the revisions that have been requested and will be resubmitting soon to the Illinois Department of Transportation. The City is seeking a Spring letting in the calendar year 2006.

Our engineers have advised us that we can expect higher than anticipated costs to the project. An exhibit has been included with a breakdown of the latest cost estimates for your reference. We are requesting an additional \$522,400 Federal Share over the previously funded amount.

The increases can be attributed to additional engineering expenditures resulting from increases in scope of work, and the significant increases in construction costs recently experienced in our southland communities. Our engineers have reported that asphalt plant owners are currently notifying customers that the cost of their materials will be more than \$10 per ton higher than was previously estimated. This is one of many increases currently being attributed to the climbing prices of oil and fuel.

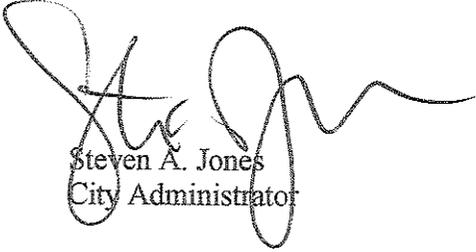
We also understand that labor union wages were increased this past summer. Also, the increases in contract-required minority participation which the State has set for our area have driven unit prices higher on recent bid results than was anticipated in the previous year's estimates. Finally, two of the large construction contractors that typically bid this type of project in our southland area have closed business. This has resulted in less competitive bid lettings in the last six months.

At this time the City would like to request that the CMAQ Committee increase the amount of the funding to meet the revised estimate of cost in the amount of \$4,409,500 (Federal Share \$3,527,600) which is an additional \$522,400 in Federal Share CMAQ funds over previous appropriations.

If you have any questions or require additional information, do not hesitate to contact us.

Sincerely,

CITY OF OAK FOREST



Steven A. Jones  
City Administrator

Encl.

Cc: Roger Valente, P.E. – Bureau of Programming, IDOT  
Jessica Miller, P.E. – Bureau of Local Roads and Streets, IDOT  
Nathan J. Peck, P.E. - Baxter & Woodman, Inc.  
Stephen R. Amann, P.E. - Baxter & Woodman, Inc.  
John V. Ambrose, P.E. - Baxter & Woodman, Inc.

CITY OF OAK FOREST, ILLINOIS - OAK PARK AVENUE IMPROVEMENTS  
 REVISED ESTIMATE OF COST (09/09/2005)

	(Original)	(Additions)	(Total)
Phase I Engineering	\$131,500	COMPLETED	
R.O.W. Aquisition for Easements (Including Appraisal, Negotiation, and Acquisition)	\$88,000	COMPLETED	
Wetland Banking	\$20,000	COMPLETED	
Phase II Engineering	\$147,500	+\$67,500	\$215,000
Phase III Engineering	\$360,000	+\$36,000	\$396,000
<b>Construction</b>			
Erosion Control	\$30,000		\$30,000
Excavation and Grading	\$200,000		\$200,000
Subbase	\$150,000		\$150,000
Storm Sewer (Including Trench Backfill)	\$560,000	+\$55,000	\$615,000
Culvert & Structure Removal	\$30,000		\$30,000
Curb and Gutter Installation and Removal	\$214,000		\$214,000
Bituminous Base Course Widening	\$262,500	+\$52,250	\$314,750
Driveway Apron Removal and Replacement	\$56,000		\$56,000
New Sidewalk and Sidewalk Replacement	\$116,500		\$116,500
Signal Modification	\$160,000	+\$35,250	\$195,250
Signal Installation	\$370,000	+\$18,500	\$388,500
Bituminous Surface Paving	\$363,000	+\$61,500	\$424,500
Bituminous Shoulder	\$18,000	+\$3,500	\$21,500
Landscaping and Restoration	\$111,000		\$111,000
Pavement Patching (Including Storm Sewer Laterals)	\$60,000	+\$212,000	\$272,000
Traffic Control and Pavement Markings	\$150,000	+\$100,000	\$250,000
SubTotal	\$2,851,000	\$538,000	\$3,389,000
Contingency (5% +/-)	\$139,000	\$31,000	\$170,000
Construction Total	<b>\$2,990,000</b>	<b>+\$569,000</b>	<b>\$3,559,000</b>
Project Total	<b>\$3,756,500</b>	<b>+\$672,500</b>	<b>\$4,409,500</b>
Project Total (excluding Phase I)	<b>\$3,625,000</b>		<b>\$4,278,000</b>
**Revised CMAQ Funds (Federal Share)	\$3,005,200	+\$522,400	\$3,527,600
State Contribution (capped)	\$600,000		\$600,000
Difference (City to budget as match) (excluding completed Phase I)			<u><u>\$150,400</u></u>

\* Additional \$522,400 CMAQ funds (Federal Share) is needed to cover project cost increases.

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **07-99-0009**

Description: **Oak Forest - Oak Park Ave from 159th to 151st and at 147th St**

### Ranking Computation

	2004 Increase	2005 Increase
Tons VOC eliminated	30.3684	30.3684
Cost	\$ 3,756,500	\$ 4,409,500
\$/Ton VOC eliminated	\$ 123,698	\$ 145,200
Rank	4	4

### Project Expenses

	Federal Share	Total	Fed %	Basis
2004 Increase	\$ 3,005,200	\$ 3,756,500	80.0%	Approved Project + Increase
2005 Increase	\$ 3,527,600	\$ 4,409,500	80.0%	Letter from City
Increase Amount	\$ 522,400	\$ 653,000		

#### Note

Project was programmed for \$2,479,000 (federal) in FY 1999 and FY 2002 and received a \$526,000 (federal) increase in 2004.

**FY 2002 CMAQ Program**

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
<b>Intersection Improvement</b>					
II1094	Lake Zurich-US12/Rand Road at Ela Road	\$ 316,000	\$ 253,000	\$ 25,880	\$ 253,000
II0851	Naperville-Aurora Avenue at IL Route 59	\$ 961,000	\$ 114,000	\$ 49,775	\$ -
II1229	Will County-Caton Farm Road at IL59	\$ 954,000	\$ 653,000	\$ 107,278	\$ 653,000
II0746	Oak Forest-Oak Park Avenue From 147th Street to 159th Street	\$ 3,756,500	\$ 278,000	\$ 123,698	\$ 2,398,000
<b>Revised Rank</b>				\$ 145,200	
II1228	Will County-Weber Road at Renwick Road	\$ 4,475,000	\$ 3,460,000	\$ 210,017	\$ 3,460,000
II0747	South Holland-State Street at 168th Street Realignment	\$ 837,000	\$ 114,000	\$ 294,347	\$ -
II0191	CDOT-130th Street and Torrence Avenue	\$ 4,149,000	\$ 3,319,000	\$ 316,446	\$ 3,300,000
II1231	Will County-Laraway Road at Cedar Road	\$ 380,000	\$ 272,000	\$ 322,071	\$ -
II0927	Kane County-Randall Road at IL64	\$ 12,850,000	\$ 2,000,000	\$ 342,623	\$ 2,000,000
II0860	Bensenville-IL19/Irving Park Road at York Road at Grade Improvement	\$ 3,788,000	\$ 240,000	\$ 354,751	\$ -
II0924	Elgin-IL58/Summit Street at IL25/Dundee Road	\$ 1,358,000	\$ 400,000	\$ 394,023	\$ -
II0934	Aurora-East New York Avenue at Eola Road	\$ 1,990,000	\$ 1,252,000	\$ 403,080	\$ 1,252,000
II0358	Schaumburg-Springinsguth Road at Wise Road	\$ 1,152,000	\$ 922,000	\$ 423,723	\$ 261,000
II1078	Mundelein-Midlothian Road at Winchester Road	\$ 1,250,000	\$ 1,000,000	\$ 487,905	\$ 1,000,000
II0849	Naperville-Washington Street From Hobson Road to 75th Street and Segment 2 of the DuPage River Trail Bikepath	\$ 14,370,000	\$ 315,000	\$ 629,746	\$ 315,000
II1092	Gurnee-Cemetery Road at Washington Street	\$ 1,470,000	\$ 160,000	\$ 892,847	\$ -
II0354	Rolling Meadows-IL58/Golf Road at IL62/Algonquin Road	\$ 5,150,000	\$ 400,000	\$ 1,095,556	\$ -
II0922	South Elgin-Spring Street From South Collins Street to IL31	\$ 2,353,000	\$ 184,000	\$ 2,002,235	\$ -
II0865	Westmont-IL34/Ogden Avenue at Pasquinelli Drive	\$ 1,620,000	\$ 1,164,000	\$ 2,176,167	\$ -
II1233	Will County-Exchange Street at Klemme Road	\$ 401,000	\$ 289,000	\$ 2,218,859	\$ -
II0929	Kane County-Randall Road at Fabyan Parkway	\$ 6,330,000	\$ 5,064,000	\$ 2,554,525	\$ -
SI1086	IDOT-US41/Skokie Highway at IL132/Grand Ave in Gurnee	\$ 13,250,000	\$ 3,200,000	\$ 6,269,301	\$ -
II0928	Kane County-Dunham Road From IL25 to Stearns Road	\$ 15,100,000	\$ 1,040,000	\$ 6,305,783	\$ -
II0850	Naperville-Naper Boulevard-US34/Ogden Avenue Intersection Improvements	\$ 20,901,000	\$ 896,000	\$ 6,648,150	\$ -
II0933	Aurora-New York Street at Oakhurst Drive	\$ 1,226,000	\$ 603,000	\$ 6,780,269	\$ -
II0923	South Elgin-State Street, Gilbert Street and Middle Street Corridor Improvements	\$ 3,200,000	\$ 400,000	\$ 10,714,921	\$ -



CHICAGO TRANSIT AUTHORITY

567 West Lake Street  
Chicago, Illinois 60661-1498  
TEL 312 664-7200  
www.transitchicago.com

RECEIVED

September 8, 2005

SEP 08 2005

C.A.T.S.

Mr. Ross Patronskey  
Chief of the CMAQ Program  
300 W. Adams Street  
Chicago, IL 60606

Re: Transfer of funds from Corporate  
Relocation to U-Pass

Dear Mr. Patronskey:

The CTA is proposing a shift of CMAQ funds from Corporate Relocation Assistance to University Pass Program. Corporate Relocation, project number 18796 (16-99-0018) funded in FY 2001 will have its balance of \$200,000 transferred to University Pass Program, project number 18719 (16-99-0016) funded in FY 2000. CTA has determined that this shift in funds will have a greater emission benefit in the University Pass Program project.

If you have any questions, please contact Mike Connelly at 312-681-3452 or Laura Fedak at 312-681-3480.

Sincerely,

Paul F. Fish  
Vice President,  
Capital Investment

MC D/S

S:/Deveop/CMAQ/ScopeRevisions/CMAQShortage\_Corporate\_Relocation\_2005\_2/lf



take it everywhere...

To: Laura Fedak, Senior  
Financial Analyst

From: Cindy Kaitcer, General Manager  
Marketing & Advertising

Mary Sulmers-Newton, Manager  
Market Development

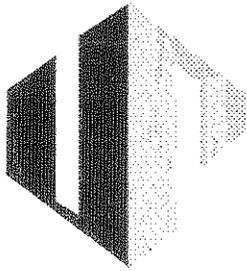
Re: Corporate Relocation Funds Transfer

Date: September 2, 2005

Please transfer all Corporate Relocation funds, CMAQ project number 18796 in the amount of \$200,000, to U-Pass, CMAQ project number 18719.

The CTA U-Pass program provides full-time college and university students' unlimited rides on all CTA trains and buses. U-Pass targets all full-time students within the CTA's service area, including Chicago and nearby suburbs. The U-Pass program is an effort to introduce full-time students in the Chicago area to public transit. The program serves to generate a net gain in transit ridership by diverting former and potential auto users.

Cc: Noelle Gaffney, Vice President  
Communications & Marketing



Village of  
**University Park**

Alvin R. McCowan  
**MAYOR**

**BOARD OF TRUSTEES**

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Larry B. Brown  
Joseph E. Roudez, III

Dorothy R. Jones  
**VILLAGE CLERK**

David W. Litton  
**VILLAGE MANAGER**

September 8, 2005

**RECEIVED**

SEP 12 2005

**C.A.T.S.**

Chicago Area Transportation Study  
300 West Adams  
Chicago, Illinois 60606

ATTN: Mr. Ross Patronsky  
Chief of the CMAQ Program

RE: *University Parkway CMAQ Funding*  
*Bike Facility and Intersection Improvemnts*  
*TIP 07-96-0003*  
*University Park, Illinois*

Dear Mr. Patronsky:

The Village of University Park applied for and received an allocation for Congestion Mitigation and Air Quality Funds (CMAQ) for two project elements within the University Parkway Reconstruction Project in 1995. The Village is progressing on this project. Our consulting engineer is presently working to complete the phase II final engineering drawings. The Village is anticipating construction starting in 2006.

Upon review of the allocation of the funds designated for these components and the anticipated current costs for them, the Village has determined that a request for an increase in the funding is now necessary due to increases in costs from what was originally proposed in the application and the increases in costs due to inflationary effects on the project.

The project did experience some delay in receiving approval in the preliminary or Phase I stage of the project. As the CMAQ committee is aware of, the costs of construction has escalated in the past decade. As a result of this escalation, the anticipated federal match will no longer meet the previously committed share based on the current costs for these components. The table on the next page identifies the CMAQ eligible components and the anticipated cost increases.

**Escalation Table**

<b>Element</b>	<b>CMAQ Allocation Total at Applic. (1996)</b>	<b>CMAQ Allocation Federal at Applic. (1996)</b>	<b>Estimated Average Construct. Cost Index Escalation*</b>	<b>Revised Requested Amount Total (2006)</b>	<b>Revised Requested Amount Federal (2006)</b>	<b>Increase Federal Allocation</b>
Bike Path	\$310,000	\$248,000	35 %	\$418,5000	\$334,800	\$86,800
Intersection Improvement (Governors Hwy.)	\$688,000	\$550,000	35%	\$928,800	\$743,000	\$193,000

Two indices were used to determine the escalation factor. These were averaged to create on general escalation factor: the Turner Construction Index; 2005 = 691, 1995 = 474 (Escalation factor of 45.7%) and the U.S. Bureau of Reclamation Index; 2005 = 277, 1995 = 207 (Escalation factor of 25.2%). An average of both these indices were used. This resulted in an escalation factor of 35 %.

We trust you will find the above information sufficient to take the necessary steps to increase the funding at your upcoming committee meeting on September 20<sup>th</sup>. Should you need any additional information, please feel free to contact our engineer, Mr. Joel Koenig of Crawford, Murphy & Tilly, Inc. (630-820-1022).

Sincerely,



David Litton  
Acting Village Manager

cc: Joel Koenig - Crawford, Murphy & Tilly, Inc

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **07-96-0003**

Description: **University Park - University Parkway at Governors Hwy  
Intersection Improvement**

### Ranking Computation

	2000 Award	2005 Increase
Tons VOC eliminated	7.8175	7.8175
Cost	\$ 1,600,000	\$ 2,160,000
\$/Ton VOC eliminated	\$ 204,669	\$ 276,304
Rank	15	18

### Project Expenses

	Federal Share	Total	Fed %	Basis
2000 Award	\$ 550,000	\$ 688,000	79.9%	Approved Project
2005 Increase	\$ 743,000	\$ 928,800	80.0%	Letter from Village
Increase Amount	\$ 193,000	\$ 240,800		

Description: **University Park - University Parkway Bike/Pedway**

### Ranking Computation

	2000 Award	2005 Increase
Tons VOC eliminated	1.7321	1.7321
Cost	\$ 372,000	\$ 502,200
\$/Ton VOC eliminated	\$ 214,762	\$ 289,929
Rank	4	5

### Project Expenses

	Federal Share	Total	Fed %	Basis
2000 Award	\$ 248,000	\$ 310,000	80.0%	Approved Project
2005 Increase	\$ 334,800	\$ 418,500	80.0%	Letter from Village
Increase Amount	\$ 86,800	\$ 108,500		

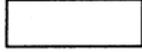
Note

**FY 2000 CMAQ Program**

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
<b>Intersection Improvement</b>					
II1224	University Park - University Parkway at Governors Hwy Intersection Improvement	\$240,000	\$300,000	\$ 240,000	
II1047	Lake Co DOT - Peterson Rd at IL 83 Int Imp	\$880,000	\$1,100,000	\$16,083	\$ 880,000
II1115	Huntley-IL 47 at Kreuzer Rd Intersection Improvement	\$320,000	\$400,000	\$18,019	\$ 320,000
II1028	Mundelein-Midlothian at Winchester Int Imp	\$880,000	\$1,100,000	\$40,714	\$ -
II0836	Addison- US 20/Lake St at Swift Rd	\$501,000	\$626,000	\$45,235	\$ 501,000
II0834	Glen Ellyn-22nd St at Lambert Int Imp	\$301,000	\$376,000	\$53,300	\$ 301,000
II0412	Schiller Park-Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	\$344,000	\$430,000	\$54,312	\$ 344,000
II1046	Grayslake-IL 83 at IL 137 Int Imp, Atkinson/Ivanhoe Realignment	\$134,000	\$168,000	\$59,321	\$ -
II1038	IDOT-IL 83 at Washington St Intersection Improvement	\$1,840,000	\$2,300,000	\$63,493	\$ -
II1036	Lake Bluff- IL 131 at IL 176 Int Imp	\$172,000	\$215,000	\$71,600	\$ -
II0840	Elmhurst-IL 56/Butterfield Rd from Commonwealth to York Rd Int Imp & Sig Int Conn	\$679,000	\$893,000	\$74,242	\$ 679,000
II1114	Fox River Grove-US 14 at Algonquin Rd Int Imp	\$16,000	\$20,000	\$117,691	\$ 16,000
II0214	Northbrook-IL68/Dundee Rd at Skokie Blvd/I-94 Edens Expy Int Imp	\$723,000	\$910,000	\$176,350	\$ 723,000
II1029	Vernon Hills-Prairie at US 45 Int Imp	\$640,000	\$800,000	\$181,921	\$ 640,000
II0735	University Park-University Parkway at Governors Hwy Intersection Improvement	\$550,000	\$688,000	\$204,669	\$ 550,000
BE1030	Lake Co DOT-St Mary's Rd from IL 176 to Old Rockland	\$900,000	\$1,125,000	\$230,606	\$ 900,000
BE0329	IDOT- US 14 at Baldwin and at Colfax	\$3,520,000	\$4,400,000	\$268,893	\$ -
II0839	Naperville-Washington St from Hobson to 75th Intersection Improvement and DuPage River Trail Segment II	\$497,000	\$621,000	\$273,566	\$ 497,000
<b>Revised Rank</b>				<b>\$276,304</b>	
II0327	IDOT-IL 68/Dundee Rd at IL 53 Interchange Improvement	\$1,533,000	\$1,916,000	\$291,252	\$ 1,533,000
II0210	IDOT-Willow at Sanders Intersection Improvement	\$960,000	\$1,200,000	\$323,147	\$ -
II0736	University Park-University Parkway at IL 50/Cicero Ave Intersection Improvement	\$35,000	\$44,000	\$519,748	\$ -
II1037	IDOT-US45 at IL 132/Grand Ave and Rollins Rd	\$720,000	\$900,000	\$638,971	\$ -
II0328	IDOT-Palatine Rd at Wheeling Rd Intersection Improvement	\$1,760,000	\$2,200,000	\$756,698	\$ -
II0914	Aurora- New York St Intersection Improvement at Oakhurst, Commons and Eola	\$160,000	\$200,000	\$801,318	\$ -
II0912	Kane Co DOT-Dunham/Stearns/IL 25 Int Imp	\$1,400,000	\$1,750,000	\$903,665	\$ 1,000,000
II1050	IDOT-US 45 at Washington St Int Imp	\$600,000	\$750,000	\$944,432	\$ -
II1226	Joliet-Theodore at IL 59 Intersection Improvement	\$368,000	\$460,000	\$2,081,225	\$ -
<b>Bike Facility</b>					
BP0169	Chicago DOT-Lakefront Path Improvements Phase 2	\$660,000	\$825,000	\$5,404	\$ 660,000
BP0168	Chicago DOT- Streets for Cycling Phase 2	\$1,200,000	\$1,500,000	\$9,132	\$ 1,200,000
BP0838	Naperville-DuPage River Trail Bike Path-Segment 4	\$814,000	\$1,017,000	\$192,027	\$ 814,000
BP0737	University Park-University Park Parkway Bike/Pedway	\$248,000	\$310,000	\$214,762	\$ 248,000
BP0718	Glenwood-Main St Bike Fac	\$26,000	\$33,000	\$258,883	\$ 26,000
<b>Revised Rank</b>				<b>\$289,929</b>	
BP0841	Woodridge- N.I. Gas Bikeway	\$215,000	\$269,000	\$317,732	\$ -
BP0208	Glenview-Techy Trail Bike Fac	\$2,880,000	\$3,600,000	\$402,898	\$ -
BP0614	Justice-Bike Facility Along 79th/Roberts/Archer	\$360,000	\$450,000	\$427,342	\$ -
BP0727	Matteson-Preservation Path Bike Trail	\$80,000	\$100,000	\$433,082	\$ -
BP0830	Wood Dale-Bike Ped Bridge Over IL 19	\$890,000	\$1,112,000	\$510,046	\$ -
BP0716	Olympia Fields-Olympian Way/Kedzie Bike Fac	\$26,000	\$324,000	\$593,760	\$ -
BP0322	Elk Grove Village-I-290 Overpass Bike Fac	\$60,000	\$75,000	\$600,335	\$ -
BP0324	Schaumburg-Irving Park Rd Bike Fac	\$477,000	\$596,000	\$922,770	\$ -
BP0326	Rolling Meadows-IL 58 Over Salt Creek Bike Fac Relocation	\$182,000	\$228,000	\$924,492	\$ -
BP0207	Glenview-Centennial Trail	\$1,170,000	\$1,460,000	\$1,063,170	\$ -
BP0715	Olympia Fields-203rd St/Governors Hwy/Volmer Bike Fac	\$33,000	\$41,000	\$1,676,617	\$ -
BP0338	Barrington-Bikeway Corridors	\$204,000	\$255,000	\$1,752,306	\$ -



Chicago Area Transportation Study



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**To:** CMAQ Project Selection Committee  
**From:** Ross Patrosky, Chief of the CMAQ Program  
**Date:** September 16, 2005  
**Subject:** CMAQ Project Change Requests

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**Hinsdale – Hinsdale Station (Chestnut St) Commuter Parking - BNSF (TIP ID 08-04-0010)**

The Village of Hinsdale is requesting a scope change to reduce the size of their parking lot and reduce the net number of spaces constructed. The project was originally approved in FY 2005 for 168 spaces at a cost of \$1,160,000 federal (\$1,450,000 total) for right-of-way acquisition only. The cost of the right-of-way for the reduce scope would be \$768,000 federal (\$960,000 total).

The lot the Village proposes to build will be 80 to 90 spaces. The reduction in net spaces occurs because the lot was originally two parcels of adjacent land, one of which has been sold. Since the original application the value of the parcels has increased. Both parcels were appraised for \$1,450,000 as of October 20, 2003 and appraised as of July 22, 2005 at \$2,200,000. The current appraisal for the parcel still available is \$960,000. Copies of the appraisals are attached with the letter from the Village.

The revised project was re-evaluated against other FY 2005 commuter parking projects. The revised estimated VOC eliminated is 1.4895 tons, with the cost per ton of VOC eliminated equal to \$859,864, higher than the original cost per ton of VOC eliminated of \$714,674. These results can be found on the accompanying cost increase analysis sheets. Compared to other commuter parking projects, the project would remain ranked twelfth. The scope change will reduce the right-of-way acquisition cost by \$392,000 federal (\$490,000 total)

**Recommendation to the CMAQ Project Selection Committee:**

- **Consider approving the scope change for Hinsdale Station (Chestnut St) Commuter Parking, TIP ID 08-04-0010, reducing the number of net spaces constructed from 168 to 80-90 and reducing the programmed amount from \$1,160,000 federal (\$1,450,000 total) to \$768,000 federal (\$960,000 total).**



# VILLAGE OF HINSDALE

FOUNDED IN 1873

19 EAST CHICAGO AVENUE  
HINSDALE, ILLINOIS 60521-3489 • (630) 789-7000  
Village Website: <http://www.villageofhinsdale.org>

#### VILLAGE PRESIDENT

Michael D. Woerner

#### TRUSTEES

Jean A. Follett  
Laura Johnson  
Vic Orler  
Michael K. Smith  
A. Coleman Tuggle  
Cindy Williams

POLICE DEPARTMENT 789-7070  
FIRE DEPARTMENT 789-7060  
121 N. M. SYMONDS DRIVE

September 16, 2005

Mr. Ross Patronsky  
Chief of the CMAQ Program  
Chicago Area Transportation Study  
300 W. Adams  
Chicago, IL 60606

RE: Chestnut Street Commuter Parking (CMAQ Project ID CP08052323 TIP ID Number 08-04-0010)

Dear Mr. Patronsky:

In December 2004, the Village of Hinsdale was awarded a CMAQ grant in the amount of \$1,160,000 (federal share) for acquisition of property to construct the Chestnut Street Commuter Parking Lot with an estimated 168 parking spaces. Recently the owner of the parcel sold off the western portion of the lot. The Village is still very interested in acquiring the eastern portion of the lot, which is closer to the Metra Station and would provide for 80 to 90 parking spaces subject to final design. Metra has advised the Village to contact you to request a change of scope for the project. I request that the change of scope be considered at your next available meeting. Please note that the property was appraised for \$1,450,000 as of October 20, 2003, which was used in our initial application and was appraised as of July 22, 2005 at \$2,200,000. Copies of the appraisal summary are attached for your information.

Please let me know what additional information is needed to consider a change of scope for the project. At your convenience, please contact me by phone at (630) 789-7013, by fax at (630) 789-7015 or via e-mail at [dcook@villageofhinsdale.org](mailto:dcook@villageofhinsdale.org) to discuss.

Sincerely,

David C. Cook

Assistant Village Manager/Director of Administration

cc: Jack Groner, Metra  
Demetri Skoufis, Metra





MaROUS & COMPANY

December 1, 2003

Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, Illinois 60521

Attention: Mr. Bohdan J. Proczko, Village Manager

Subject: Approximately 48,950-square-foot Parcel  
South Side of Chestnut Street  
East and West of Vine Street  
Hinsdale, Illinois 60521  
PINs 09-12-109-017 through -023

Dear Mr. Proczko:

In accordance with your request, the approximately 48,950-square-foot parcel located on the south side of Chestnut Street east and west of Vine Street in Hinsdale, Illinois, has been inspected and appraised. This complete summary appraisal report has been prepared specifically for the use of the Village of Hinsdale.

The purpose of this appraisal is to estimate the market value of the subject property as of October 20, 2003, for possible acquisition purposes. The entire fee simple interest in the property is being appraised.

This document is considered to conform to complete summary appraisal report requirements under Standard Rule 2-2 (b) of the Uniform Standards of Professional Appraisal Practice (USPAP). The opinion of value was developed using a complete appraisal process as defined by USPAP, and no departures from Standard 1 were invoked. Only the sales comparison approach to value has been utilized because the subject property consists of vacant land. Therefore, the cost and income capitalization approaches are not considered relevant. This summary appraisal report is a brief recapitulation of the appraisal data, analyses, and conclusions. Supporting documentation is retained in MaRous and Company office files.

Based upon a plat of subdivision prepared by Area Survey Company and last revised August 30, 2001, and upon a plan of existing site conditions prepared by Seton Engineering and last revised October 4, 2001, the irregular-shaped site has approximately 800 feet of frontage on the south side of Chestnut Street extending east and west of Vine Street on the periphery of Hinsdale's central business district. Although neither plan indicates a total site size, I have been informed that the site contains approximately 48,950 square feet and have utilized this area for purposes of this summary appraisal report. I have not been able to accurately and independently calculate the size of the site based upon its very irregular shape. Therefore, my value estimate is subject to review of a certified plat of survey indicating the total site size. I reserve the right to adjust my estimated value accordingly.

The subject property lies north adjacent to the Burlington Northern Santa Fe railroad right-of-way and slopes downward from the railroad right-of-way to Chestnut Street with elevations ranging from

Mr. Bojdan J. Proczko  
South Side of Chestnut Street East and West of Vine Street  
December 1, 2003

approximately 696 to 689 feet according to the Seton Engineering plan of existing site conditions. Based upon my inspection of the subject property, it appears that some grading may have been done subsequent to the date of this plan. The site has depths varying from approximately 31 feet at the west border to 73 feet at the east border. Retaining walls have been constructed along a portion of the subject property's south border adjacent to the railroad right-of-way. According to Flood Insurance Rate Map, Community Panel Number 170105 0004 B, dated January 16, 1981, the subject property is located in a Zone A, an area of 100-year flood. However according to Daniel Schoenberg, Director of Public Services with the Village of Hinsdale, a letter of map amendment was obtained in approximately 1986 amending the subject property's classification to Zone B. The site is zoned B-3, General Business District, by the Village of Hinsdale. Uses in the immediate area in addition to the railroad right-of-way include commercial, office, and residential.

In view of the following facts and data connected with this appraisal, the market value of the fee simple interest in the subject property as of October 20, 2003, is:

**ONE MILLION FOUR HUNDRED FIFTY THOUSAND DOLLARS**

**(\$1,450,000)**

This value estimate is premised upon my opinion and the extraordinary assumption that the vacation of a portion of Chestnut Street and the granting of a variance to allow parking within the 25-foot front yard setback are reasonably probable and would allow for development of the subject property as a surface parking lot.

This value estimate is subject to review of a certified plat of survey indicating the total site size. I reserve the right to adjust my estimated value accordingly.

This value estimate is contingent upon the estimated exposure time of 6 to 9 months. It is a gross value and no allowance was made for brokerage commissions or costs of utilities, real estate taxes, or other carrying costs during the marketing period.

MaRous and Company has received and has relied upon verbal and written communications and documents regarding the subject property in the preparation of this summary appraisal report. If additional information about the subject property is received or becomes known, MaRous and Company reserves the right to determine whether this information has a substantive impact on the valuation of the subject property and to adjust values accordingly.

Mr. Bojdan J. Proczko  
South Side of Chestnut Street East and West of Vine Street  
December 1, 2003

This letter of transmittal is personally signed and is attached to and accompanies a summary appraisal report. Any use of this letter of transmittal without the accompanying summary appraisal report and the original signatures invalidates the certificate of appraisal and may result in misleading value conclusions.

Respectfully submitted,

MaRous & Company

  
Michael S. MaRous, MAI, CRE  
Illinois Certified General - #153.000141 (9/05 expiration)



## MaROUS & COMPANY

August 9, 2005

Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, Illinois 60521

Attention: Mr. Bohdan J. Proczko, Village Manager

Subject: Approximately 48,950-square-foot Parcel  
South Side of Chestnut Street  
East and West of Vine Street  
Hinsdale, Illinois 60521  
PINs 09-12-109-017 through -023

Dear Mr. Proczko:

In accordance with your request, the approximately 48,950-square-foot parcel located on the south side of Chestnut Street east and west of Vine Street in Hinsdale, Illinois, has been inspected and appraised. This complete summary appraisal report has been prepared specifically for the use of the Village of Hinsdale.

The purpose of this appraisal is to estimate the market value of the subject property as of July 22, 2005, for possible partial acquisition purposes. The entire fee simple interest in the property is being appraised.

This document is considered to conform to complete summary appraisal report requirements under Standard Rule 2-2 (b) of the Uniform Standards of Professional Appraisal Practice (USPAP). The opinion of value was developed using a complete appraisal process as defined by USPAP, and no departures from Standard 1 were invoked. Only the sales comparison approach to value has been utilized because the subject property consists of vacant land. Therefore, the cost and income capitalization approaches are not considered relevant. This summary appraisal report is a brief recapitulation of the appraisal data, analyses, and conclusions. Supporting documentation is retained in MaRous and Company office files.

Based upon a plat of subdivision prepared by Area Survey Company and last revised August 30, 2001, and upon a plan of existing site conditions prepared by Seton Engineering and last revised October 4, 2001, the irregular-shaped site has approximately 800 feet of frontage on the south side of Chestnut Street extending east and west of Vine Street on the periphery of Hinsdale's central business district. Although neither plan indicates a total site size, based upon information obtained from the Downers Grove Township Assessor's office, the site contains approximately 48,950 square feet. I have not been able to accurately and independently calculate the size of the site based upon its very irregular shape. Therefore, the value estimate is subject to review of a certified plat of survey indicating the total site size. I reserve the right to adjust my estimated value accordingly.

The subject property lies north adjacent to the Burlington Northern Santa Fe railroad right-of-way and slopes downward from the railroad right-of-way to Chestnut Street with elevations ranging from

Mr. Bohdan J. Proczko  
South Side of Chestnut Street East and West of Vine Street  
August 9, 2005

approximately 696 to 689 feet according to the Seton Engineering plan of existing site conditions. Based upon my inspection of the subject property, it appears that some grading may have been done subsequent to the date of this plan. The site has depths varying from approximately 31 feet at the west border to 73 feet at the east border. Retaining walls have been constructed along a portion of the subject property's south border adjacent to the railroad right-of-way. According to Flood Insurance Rate Map, Community Panel Number 170105 0004 B, dated January 16, 1981, the subject property is located in a Zone A, an area of 100-year flood. However according to Daniel Schoenberg, Director of Public Services of the Village of Hinsdale, a letter of map amendment was obtained in approximately 1986 amending the subject property's classification to Zone B.

The site is zoned B-3, General Business District, by the Village of Hinsdale. On December 21, 2004, the Village of Hinsdale Board of Trustees approved the planned development of the approximately 24,942-square-foot western portion of the subject property as Chestnut Street Court to be comprised of three, two-story, two-unit, attached, townhouse-style, single-family residences. A special use for lifestyle housing under the applicable B-3 zoning was authorized, and variances were granted in regard to the minimum front and side yard setbacks and in regard to the minimum lot depth. Additionally, the developer, Anno Domini Hinsdale, LLC, is responsible for reconstructing at its cost that portion of the Chestnut Street right-of-way depicted on the approved plans. Uses in the immediate area in addition to the railroad right-of-way include commercial, office, and residential.

In view of the following facts and data connected with this appraisal, the market value of the fee simple interest in the subject property as of July 22, 2005, is:

**TWO MILLION TWO HUNDRED THOUSAND DOLLARS**

**(\$2,200,000)**

Additionally, the market value of the fee simple interest in the 24,008-square-foot eastern portion of the subject property as of July 22, 2005, is:

**NINE HUNDRED SIXTY THOUSAND DOLLARS**

**(\$960,000)**

The market value of the fee simple interest in the 24,942-square-foot western portion of the subject property as of July 22, 2005, is:

**ONE MILLION TWO HUNDRED FIFTY THOUSAND DOLLARS**

**(\$1,250,000)**

Mr. Bojdan J. Proczko  
South Side of Chestnut Street East and West of Vine Street  
August 9, 2005

Due to rounding in addition to the slightly larger size of the western portion of the subject property, the total of the estimated values for the eastern and the western portions is somewhat greater than the estimated value of the subject property overall.

These value estimates are subject to review of a certified plat of survey indicating the total site size. I reserve the right to adjust the estimated values accordingly.

These value estimates are contingent upon the estimated exposure time of 6 to 9 months. They are gross values and no allowance was made for brokerage commissions or costs of utilities, real estate taxes, or other carrying costs during the marketing period.

MaRous and Company has received and has relied upon verbal and written communications and documents regarding the subject property in the preparation of this summary appraisal report. If additional information about the subject property is received or becomes known, MaRous and Company reserves the right to determine whether this information has a substantive impact on the valuation of the subject property and to adjust values accordingly.

This letter of transmittal is personally signed and is attached to and accompanies a summary appraisal report. Any use of this letter of transmittal without the accompanying summary appraisal report and the original signature invalidates the certificate of appraisal and may result in misleading value conclusions.

Respectfully submitted,

MaRous & Company

  
Michael S. MaRous, MAI, CRE  
Illinois Certified General - #153.0000141 (9/05 expiration)

# Chicago Area Transportation Study

## CMAQ Cost Increase Analysis

TIP ID: **08-04-0010**

Description: **Hinsdale-Hinsdale Station (Chestnut St) Commuter Parking - BNSF**

### Ranking Computation

	2005 Award	2005 Scope Change
Tons VOC eliminated	2.9440	1.4895
Cost	\$ 2,104,000	\$ 1,280,787
\$/Ton VOC eliminated	\$ 714,674	\$ 859,864
Rank	12	12

### Project Expenses

	Federal Share	Total	Fed %	Basis
2005 Award	\$ 1,160,000	\$ 1,450,000	80.0%	Approved Project
2005 Scope Change	\$ 768,000	\$ 960,000	80.0%	Letter from Village
Increase Amount	\$ (392,000)	\$ (490,000)		

### Note

The 2005 award is for ROW. The cost of the ROW has increase but the scope of work is being reduced.

**FY 2005 CMAQ Program**

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
<b>Commuter Parking</b>					
CP11052328	Cary-Cary Station Parking - UPNW	\$ 185,000	\$ 148,000	\$ 70,880	\$ 148,000
CP03052322	Hanover Park-Hanover Park Station Commuter Parking - MDW	\$ 200,000	\$ 160,000	\$ 75,052	
CP13052392	CATS-Rideshare/Carpool Lots at Area Interchanges	\$ 1,750,000	\$ 1,750,000	\$ 226,615	
CP07052346	Riverdale-Ivanhoe Metra Station Kiss 'n Ride Facility	\$ 71,600	\$ 57,300	\$ 243,207	\$ 57,300
CP06052369	Metra-Palos Heights/Worth Commuter Parking Lot	\$ 600,000	\$ 480,000	\$ 282,166	
CP01052372	Metra-103rd and 115th St Station Parking - RID Beverly Branch	\$ 1,000,000	\$ 800,000	\$ 297,351	\$ 800,000
CP01052371	Metra-Ashburn Station Commuter Parking - SWS line	\$ 400,000	\$ 320,000	\$ 328,405	\$ 320,000
CP08052356	Naperville-Naperville Park 'n Ride Lot - 95th and EJ&E	\$ 500,000	\$ 400,000	\$ 381,027	\$ 400,000
CP08052382	West Chicago-West Chicago Commuter Parking Lot - UP-W line and future STAR line	\$ 2,047,000	\$ 1,630,000	\$ 443,084	
CP07052359	Riverdale-Riverdale Station Parking	\$ 709,000	\$ 567,000	\$ 469,082	\$ 567,000
CP06052375	Metra-Metra-Orland Park 143rd Street Station Parking-SWS	\$ 1,500,000	\$ 1,200,000	\$ 683,514	
CP08052323	Hinsdale-Hinsdale Station (Chestnut St) Commuter Parking - BNSF	\$ 1,450,000	\$ 1,160,000	\$ 714,674	\$ 1,160,000
<b>Revised Rank</b>				\$ 859,864	
CP01052370	Metra-Grayland station parking - MDN	\$ 340,000	\$ 272,000	\$ 1,116,957	\$ -
CP01052409	CTA-51st/Pulaski Park and Ride	\$ 4,006,639	\$ 3,205,311	\$ 1,126,096	\$ -
CP01052410	CTA-49th/Western Park and Ride	\$ 1,552,649	\$ 1,242,119	\$ 1,361,242	\$ -
CP01052408	CTA-Lawrence/Winthrop Park and Ride	\$ 1,461,024	\$ 1,168,819	\$ 1,372,128	\$ -
CP01052417	CTA-35th/Archer Park and Ride	\$ 1,526,288	\$ 1,221,030	\$ 1,866,480	\$ -
CP01052405	CTA-40th/Indiana Park and Ride	\$ 513,147	\$ 410,517	\$ 3,367,570	\$ -
CP01052416	CTA-Halsted/Archer Park and Ride	\$ 472,090	\$ 377,672	\$ 3,519,750	\$ -
CP10052345	Libertyville-Prairie Crossing Station Parking Expansion - NCS Line	\$ 270,000	\$ 216,000	\$ 4,821,670	\$ -
CP04052343	Maywood-Maywood - Metra Commuter Parking	\$ 348,000	\$ 278,400	No Benefit	\$ -

**Fact Sheets for Highway Provisions**

**in the**

**Safe, Accountable, Flexible, Efficient Transportation  
Equity Act: A Legacy for Users  
(SAFETEA-LU)**

**Federal Highway Administration  
Office of Legislation and Strategic Planning  
Program Analysis Team  
August 23, 2005**

## CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

Year	2005	2006	2007	2008	2009
Authorization*	\$1,667M	\$1,694M	\$1,721M	\$1,749M	\$1,777M

\*Authorizations shown here will be augmented by a portion of the Equity Bonus program funds

### Program Purpose

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. [23 USC 149(a)]

### Statutory References

SAFETEA-LU Section(s): 1101(a)(5), 1103(d), 1808

Other: 23 USC 149, 104(b)(2), 126(c)

### Funding/Formula

Funded by contract authority, to remain available for 4 years. Funds are subject to the overall Federal-aid obligation limitation.

Funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas, similar to the formula under TEA-21, but weighting factors have been revised. [1103(d), 104(b)(2)]

A State may transfer CMAQ funds to its Surface Transportation, National Highway System, Interstate Maintenance, Bridge, Highway Safety Improvement, and/or Recreational Trails apportionment. The amount that may be transferred may not exceed 50% of the amount by which the State's CMAQ apportionment for the fiscal year exceeds the amount the State would have been apportioned if the program had been funded at \$1.35 billion annually. 23 USC 126(c)

States and MPOs will give priority in distributing funds for projects and programs to diesel retrofits and other cost-effective emission reduction activities, and cost-effective congestion mitigation activities that provide air quality benefits.

### Eligible Use of Funds [1808(b)]

Eligibility is expanded to include projects and programs that:

- establish or operate advanced truck stop electrification systems
- improve transportation systems management and operations that mitigate congestion and improve air quality
- involve the purchase of integrated, interoperable emergency communications equipment
- involve the purchase of diesel retrofits that are for motor vehicles or non-road vehicles and non-road engines used in construction projects located in ozone or particulate matter non-attainment or maintenance areas and funded under 23 USC
- conduct outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits

The following States are provided the flexibility to use CMAQ funds for the activities listed:

- Montana – operation of public transit activities that serve a non-attainment or maintenance area [1808(g)]
- Michigan – operation and maintenance of intelligent transportation system strategies that serve a non-attainment or maintenance area [1808(h)]
- Maine – operation of passenger rail service between Boston, MA and Portland, ME [1808(i)]
- Oregon – operation of additional rail service between Eugene and Portland [1808(j)]
- Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, and Ohio – purchase of alternative fuels (as defined in section 301 of the Energy Policy Act of 1992) or biodiesel [1808(k)]

The eligible use of program funds for States that receive the minimum apportionment is clarified to include projects that would be CMAQ-eligible if in a non-attainment or maintenance area or any project under the Surface Transportation Program. [1808(c)]

#### **Program Features**

SAFETEA-LU adds new requirement that States and MPOs will give priority to projects and programs to diesel retrofits and other cost-effective emission reduction activities, and cost-effective congestion mitigation activities that provide air quality benefits.

The EPA is to publish a list of approved diesel retrofit technologies and the emission reduction effectiveness and cost effectiveness of the technologies.

States and MPOs are encouraged to consult with State and local air quality agencies in non-attainment and maintenance areas on the estimated emission reductions from proposed congestion mitigation and air quality improvement programs and projects.

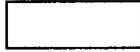
An evaluation and assessment of CMAQ projects and programs to determine the direct and indirect impact of the projects on air quality and congestion is required. A cumulative database describing the impacts shall be maintained and disseminated.

#### **Federal Share**

The Federal share is generally 80 percent, subject to sliding scale and 90 percent for Interstate projects. Certain other activities, including carpool/vanpool projects, priority control systems for emergency vehicles and transit vehicles and traffic control signalization receive a Federal share of 100 percent.



Chicago Area Transportation Study



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**To:** CMAQ Project Selection Committee  
**From:** Ross Patronsky, Chief of the CMAQ Program  
**Date:** September 14, 2005  
**Subject:** Possible Revision to Criteria for Selecting Projects for Follow-Up

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Currently, approved CMAQ projects are selected for follow-up based on the criteria that they are two or more years old and have no obligation, that they are four or more years old and have at least ten percent of their funds still unobligated, or that the estimated completion year is the follow-up year.

The suggestion has been made that projects with no obligations after one year be selected for follow-up, instead of waiting two years. This could lead to quicker completion or withdrawal of projects, making better use of the CMAQ funds available to the region.

Under the current selection criteria, the "newest" projects examined are from the FY 2003 CMAQ program, which was approved in February of 2003. Thus, the newest projects are in fact two and one half years old at the time the letters are sent out.

If FY 2004 projects had been reviewed for the current follow-up cycle, an additional 18 projects (out of 66 programmed that year) would have been candidates for follow-up. These projects are now one year and nine months old, since the project selection cycle was changed that year so that project notification was sent out in November of 2003, three months earlier than before.

If FY 2005 projects, which are now nine months old, had been reviewed for the current follow-up cycle, and additional 38 projects (out for 76 programmed for the year) would have been candidates for follow-up.

The identification of projects without obligations is based on obligation data sent to CATS staff by IDOT staff. The obligation report is sent monthly about three weeks after the close of each month. Since a certain amount of time is needed to transmit local agreements from District 1 to Springfield and record them, the obligations in a given month's report are generally from the first part of the

report month, or the previous month. Thus, the project follow-up selection this year was based on obligations through mid-June.

Using this timing, if it were desired to follow up on projects after one year, the follow-up letters would need to be sent out in January, one year and two months after the date that project notifications are sent out.

Since shifting the follow-up cycle to start in January would result in both follow-up and new proposal review occurring at the same time, staff recommends that follow-up selection in the future be based on projects that are more than a year old and that have no obligations (e.g., in 2006, letters will be sent to projects from FY 2005 and earlier). These projects will actually have had no obligations in the first year and seven months (November 2004 – June 2006), but will be reviewed nine months sooner than under the current criteria. The follow-up cycle would remain the same in this case, with contact letters being sent in August.

Transit projects are listed as fully obligated once the FTA grant agreement is executed. However, their obligations within the TEAM system can be checked in coordination with the follow-up on other projects by monitoring them in August and contacting grantees about projects that have not shown obligations and are more than a year old.